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LAWN TENNIS.

YESTERDAY'S H.K.C.C. FINAL POSTPONED.

The replay of the final of the Open Singles Championship of the Colony between Ng Sze Kwong and S. A. Rumjahn, which was to have been played yesterday, was unavoidably postponed on account of the wet state of the court. It is now fixed for Friday.

The final of the Open Doubles Championship of the Colony between H. D. Rumjahn and S. A. Rumjahn (holders) and T. Honda and H. Akiyama has, therefore, been put forward to Monday.

Weather and ground conditions permitting to-day, it is hoped to play further matches in the Hong Kong Cricket Club Tournament. The matches will be in the Handicap Singles "A" and Club Singles. So far only one tie has been arranged to be played this afternoon, F. A. Tedmond and L. Forster (own 15/3) and E. J. R. Mitchell and W. Hyde (own 1/6) meeting in the semi-finals at the Handicap Doubles.

EXHIBITION MATCH.

TO-DAY'S REVISED MATCHES.

Owing to the indisposition of Miss Enid Lo, Mrs. Miles has consented kindly to play in the Exhibition Matches in aid of the Ministering Children's League to-day at 4 p.m.

The matches will now be:—
Mrs. Tottenham and Mr. M. K. Lo v. Mrs. Miles and Major Lucas, R.A.M.C.

Colonel Russell-Brown and Dr. Tottenham v. Mr. S. A. Rumjahn and Mr. H. D. Rumjahn.

INTERNATIONAL TENNIS.

ENGLAND DEFEAT SWEDEN.

[THROUGH REUTER'S AGENCY.]

LONDON, May 9th.

Continuing play at Birmingham, Malmstrom (Sweden) beat King-ley (Britain), 6-4, 6-2, 6-3.

Higgs (Britain) beat Garell (Sweden), 8-6, 8-6, 3-6, 9-7.

Britain now go into the next round, winning by four matches to one.

Ireland v. South Africa.

DUBLIN, May 9th.

Continuing play in the Davis Cup, Condon (South Africa) beat St. J. Mahony (Ireland), 6-0, 8-6, 6-1.

Spence (South Africa) beat Meldon (Ireland), 6-3, 6-1, 4-6, 3-6, 6-4.

Spain v. India.

BARCELONA, May 9th.

Playing in the Davis Cup, Antonio Juanico (Spain) beat A. H. Fyze (India), 3-6, 6-3, 3-6, 6-4, 6-1. K. Prasad (India) beat E. Flaquer (Spain), 6-2, 6-2, 6-3.

SHANGHAI YACHT CLUB.

BOAT FROM HONG KONG TO COMPETE.

EXTRACTS FROM ANNUAL MEETING.

The annual meeting of the Shanghai Yacht Club was held at the Palace Hotel, last week, according to the *North China Daily News*, and at this meeting the Commodore (Mr. E. T. Byrne) who presided, said they could look back to the past season as a most successful one, at any rate up to the unfortunate capsizing of the *Seagull*, when one of their brightest and most energetic members, Mr. Fowkes, lost his life. From then onwards there seemed to be a certain amount of lethargy and they all sincerely missed both the *Seagull* and its lively owner.

As regards the coming season, he saw nothing to mar its success. They had amongst them many keen sailors in the military forces now in Shanghai and he hoped they would all do their best to include them in their crews, both racing and cruising.

Last year, they were much concerned about new headquarters, and he had considerable hopes at this meeting to be able to give them some concrete results of their endeavours, which were somewhat ambitious and included both the Automobile Club and the Paper Hunt Club, but he was sorry to say everything had fallen to the ground.

As regards the fleet, he heard of various changes of ownership and he hoped the new ones would be as keen as ever. They would have a Hong Kong "Hayward Hayes" boat competing this year and it would be very interesting to see how she would behave in their waters.

Mr. E. T. Byrne was elected Commodore for the 17th year and other officials chosen were:—Vice-Commodore, Mr. C. E. Setz; Rear-Commodore, Mr. W. C. Woodfield; secretary, Mr. W. D. N. Neil; treasurer, Mr. J. R. Cranston; J. Neil, A. L. Blochyn, F. Gates and A. J. Watson.

SHANGHAI COMMUNISTS EXECUTED.

ORDERS TO DISTURB THE PEACE.

SUMMARY JUSTICE BY NATIONALISTS.

Charged with attempting to incite the local labourers to strike and endanger the rearward of the Nationalist Army. Ho Ta Tung, a notorious Communist leader, made his appearance before the Shanghai Military Court on Wednesday last week, and was sentenced to death.

Evidence was given to the effect that, several days ago, information was received at the headquarters of the Nationalist Secret Service Department to the effect that accused had distributed a large amount of Communist literature among the workers of the Hongkew District. With the assistance of the Municipal Police, a dye-shop was raided and accused was arrested inside.

Questioned by the presiding judge, accused said he was formerly a student in the Woosung Political Institute. He admitted joining the Communist Party and said he was appointed commander of the Picket Corps in the former General Labour Union. Since the enforced dissolution of that organization, he had changed his name to Chen Yih Yu, and had been living in seclusion in Hongkew.

Orders From Hankow.

Continuing, accused said that about 20,000 workers had joined the Communist Party on his recommendation. Recently he received instructions from Hankow to mobilize the labour pickets for the purpose of disturbing the peace and creating disorder. A large quantity of arms and ammunition were stored in his house.

This concluded the evidence and the prosecutor demanded the death sentence in accordance with martial law in order that Ho's followers may receive due warning. After retiring for a few minutes, the Court announced that accused would be executed.

Ho was executed on Thursday last at Lunghua, together with three other Communist leaders, including the notorious Yang Tung Chih. *North China Daily News*.

COUNTY CRICKET.

LEICESTER WIN AT WORCESTER.

[THROUGH REUTER'S AGENCY.]

LONDON, May 9th.

At Worcester, Leicestershire defeated Worcestershire by five wickets. The scores were:

Worcester, 141 and 95 for five wickets.

The only Worcester player to make a stand was Jewell, who scored 53 in the first innings. In Worcester's first innings, Skelding took four wickets for 52 runs, and in the second Astill took six wickets for 30, and Shipman three for 15.

With Leicester at the wicket, Root took six wickets for 45 runs, and Tarbox four for 49.

To-day's Matches.

Lord's—M.C.C. v. New Zealand. Oval—Surrey v. Gloucestershire. Manchester—Lancashire v. Somerset.

Southampton—Hampshire v. Leicestershire. Chatham—Kent v. Derbyshire. Worcester—Worcestershire v. Nottinghamshire.

Cardiff—Glamorgan v. Yorkshire. Cambridge—Cambridge University v. Sussex.

GOLF.

CAPTAIN'S CUP COMPETITION.

This month's competition for the Captain's Cup, played at Fanning from Saturday to Monday in very windy weather, was won by Mr. A. E. Wood, who qualified with the score of 94, less 15, making his net score 79.

There were 27 entries, other scores returned being: W. L. Dunbar, 88-8=81; T. D. E. Pendered, 88-3=85; J. S. MacLaren, 94-12=82; and T. G. Bennett 94-8=86.

There were only eight entries for the optional pool, Capt. H. F. Bloxham winning this with 81-7=74.

AMATEUR CHAMPIONSHIP.

197 ENTRIES.

[THROUGH REUTER'S AGENCY.]

LONDON, May 10th.

The Amateur Championship, to be played at Hoylake on the 30th inst., has attracted 197 entries, including 8 from America, 9 from Okakura, 9 from Cairo, 8 from Tasmania, 1 from Switzerland and 1 from Sumatra.

The American, Jesse Sweetser, the holder, has not entered.

SHANGHAI'S "WESTERN FRONT."

DUG OUTS AND BARBED WIRE.

OLD CHINESE WOMAN FINDS USE FOR DEFENCES!

Shanghai's twenty-one miles of defence lines have become known to the British Tommy as the Western Front, writes Mr. C. J. Kitchum in the *Daily Express*. Indeed, apart from a slight geographical discrepancy, the designation is certainly warranted, for the defences are rapidly assuming the formidable character of the famous Hindenburg line itself.

Under leaden skies I to-day traversed the entire length held by the British troops. Nothing could be more like Passchendaele at the end of winter than the long stretches of water and mud through which I attempted to drive. Everywhere Punjabis, Coldstream Guards, Durhams, Bedfordshires, and Scottish Borderers and others were working like an army of beavers, excavating trenches, throwing up sandbag emplacements, and burrowing dugouts, twenty, thirty, forty feet deep.

A whole company of dark-hued Punjabis in brown turbans were engaged at one point along the Hangchow-Ningpo railway, a few yards from the Great Western Road, erecting a high machine-gun post which dominates the surrounding country, and which could scarcely be stormed by the great part of a Cantonese army corps.

Hillock Graves.

There was an eerie note here, for the Punjabis worked among a multitude of those little grass-covered hillocks, so familiar wherever there is space for them, which in China mark the graves of the dead. Scores of grey wooden coffins lay piled, while instructions from British General Headquarters were awaited. The troops are careful not to damage cemeteries where this can be avoided, but where it is impossible to avoid, coffins are carefully removed for reburial.

This point has become known, in the language of Atkins, in this Western Front of the East, as The Mound, just as other positions in the defence system have been named Piccadilly-circus, the Strand, and Whitehall, while a low-lying ridge along the stretch of the Sicauei Creek is the Embankment. Leaving the Punjabis, I presently came to another position, the name of which will take its place with others when the history of the Defence Force is written. It is a point near the junction of the railway and Jessfield Road, which to British soldiers is the Marble Arch. D Company of the 2nd Borderers are holding the line here.

Chinese Matter-of-Fact Attitude.

On one side of the post, in Chinese territory, an old Chinese woman stood before a tumbledown straw hut hanging out washing on our rusted wire entanglements. Five feet away, just inside the line, I was halted as I entered by a youthful khaki-clad sentinel with fixed bayonet, who stood on guard before a white tarpaulin erected at the roadside, where his relief lay sleeping. There was a roaring fire in a brazier in the middle of the road, giving a ray of warmth in the bleak, wet day.

His duty to-day was to examine all motor-cars and Chinese pedestrians for arms. To-morrow he may have to open fire on invading troops. When I asked his name I found that he was Private D. McCarty, of Londonderry, one of hundreds of northern and southern Irishmen who are glad and proud to be out here protecting lives and property.

At Jessfield the scene was like that in one of the larger bases in France at the height of the great war, for it is here that the majority of the British troops are now billeted in yellow straw huts. Sentries marched to and fro, blue-uniformed Chinese police directed motor-lorries filled with equipment, munitions, and rations, which streamed in and out of the gates.

One hundred yards down the road a Red Cross ambulance, with two white-uniformed British nurses sitting beside the driver, stood ready to move off. Motor-cyclist despatch riders dashed by.

High-up overlooking this concentration centre at the top of the eighth story of a Jesuit apartment building, I could dimly discern a group of Durhams where they have established a machine-gun post half-way to the sky, at one of the strategic points commanding the countryside encircling the 10,000 troops.

At the intersection near the north station Punjabis held the position. They sit in picturesque groups round brasserie and pedestrians stream in and out of their wire barricades. A few feet away stand Punjabi and Chinese policemen, as friendly as any two men can be, one as ready as the other to tackle any stray Chinese soldier or even a mob threatening to disturb the peace.

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ADVANCE IN PRICES.

The Compagnie de Commerce et de Navigation d'Extrême-Orient, in their market report dated May 8th, state:—In spite of an almost complete absence of shipping demand, the prices have made a strong advance owing to the continued decrease of paddy supplies. However, at the end of the week, the tendency is rather uncertain. The total amount of rice exported from January 1st to April 10th, 1927, is 524,899,574 tons against 409,966,378 tons in 1926.

We quote to-day white Saigon rice No. 1 25 per cent broken round grain: Hong Kong \$7.70 per picul of 134 lbs. f.o.b. Saigon; 12s. 1d. per cwt. f.o.b. Saigon; Yens 8.18 per picul of 134 lbs. f.o.b. Saigon. White Saigon rice No. 2 25 per cent broken round grain: Hong Kong \$7.10 per picul of 134 lbs. f.o.b. Saigon; 12s. 3d. per cwt. f.o.b. Saigon; Yens 7.50 per picul of 134 lbs. f.o.b. Saigon. (Continued at foot of next column.)

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HONG KONG.

THE SIXTEEN SONS' DISPUTE.

MR. POTTER ON COMING OF AGE LAW.

DOES IT VARY FOR THE CHINESE?

Practically the whole of yesterday's hearing (the second day of hearing) was occupied by legal argument by Mr. Eldon Potter, K.C., in the case which has arisen through the dispute between the sixteen sons of a wealthy Chinese over their father's disposal of his money. The father died at Macao in 1907.

The case centres upon a mortgage of \$400,000 made in February, 1925. Plaintiffs, who are the two youngest sons, allege they were under age at that time and ask that the mortgage be made null and void as far as they are concerned. They also allege that they have not benefited from it. The defence contends that at all material times the plaintiffs were of age, and that therefore the mortgage can stand.

The mortgage in question is between Loo Kwong Hing and Loo Kwong Lam, the plaintiffs and several of their brothers on the one hand, and the defendants Li Koon Chun and Kan Tong Po on the other. It is in respect of property in Hong Kong known as 62A, 64, 66 and 68, Queen's Road Central, and 19 and 21, Stanley Street.

They also apply for an injunction to restrain the defendants from selling, or otherwise dealing with the property, and such further relief that the Court may think fit. They also claim their costs.

Mr. Eldon Potter, K.C., and Mr. H. G. Sheldon, instructed by Mr. D. L. Strellet, are for the plaintiffs, and Mr. F. C. Jenkin, instructed by Mr. G. G. M. Finson is for the defendants. The case is expected to occupy most of this week.

Mr. Potter's Argument.

Mr. Potter continuing his argument said that the question of fraud having been alleged in the filed statement of defence, he was contending that the documents in question were signed by the two plaintiffs without knowing what they were committing themselves to. They could not be legally liable and he cited authorities to show that such a mortgage was not enforceable but null and void.

Under the "Infants Relief Act" Mr. Potter claimed that any contract for debt entered into by an infant was absolutely void and the mortgage with which the present case was concerned was nothing but a contract for debt—in other words, a loan. As such, it came directly within the Infants Relief Act.

Counsel said he was not going to suggest that an infant could buy a piece of land and, disclosing his true status later, decline either to pay for it or to give back the land. In certain circumstances, equitable relief could be given such as the recovery of the loan. In this case counsel claimed that no relief could be given the defendants. If relief could be applied then it would be the repayment of the \$5,000 and \$4,000, if the plaintiffs, in fact, received this money.

Afternoon Argument.

Continuing his argument in the afternoon, Mr. Potter continued to cite various judgments in support of his claim in the question of "infants in law."

Dealing with the question of fraud and bankruptcy, he contended that the authorities required an actual express misrepresentation before the Court could hold an infant liable. His Lordship could not assume there was any such misrepresentation in this case because the infant was apparently described in the way an adult would be. Mr. Potter claimed there was no express misrepresentation, but, of course, if the other side could show that the person responsible for the agreement was a lawyer's clerk, or someone who knew the law on the subject that would be important.

Dealing with the law of "infancy" again, counsel said that the defence, apparently contended that under the law of "Infancy" in Hong Kong (so far as Chinese were concerned) you could come of age, in the legal sense, before 21 years. According to the customs of this part of China, defendants were of age at the time the mortgage was entered into and therefore they were bound by it.

Chinese Law of Succession.

Counsel went on to refer to local legal cases in which it was decided that this Colony enforced Chinese law as regards succession to property. It was admitted, said Mr. Potter, that the Crown expressly reserved to the Chinese, and to the Chinese only, their hereditary rights of property succession, and in Hong Kong there were two laws of succession to property, one for Chinese and the other for non-Chinese.

(Continued on next column).

ALLEGED COMMUNIST MURDERERS.

TO BE RETURNED TO THE CANTONESE?

SEQUEL TO RAID ON NAM LUNG VILLAGE.

During the mid-day waterfront rush the Tai On boarding house, near one of the wharves, was raided by a strong force of police, detectives and district watchmen. Six men were arrested. These men are supposed to be responsible for a number of atrocities in the Heung-shan district, committed in an attempt to intimidate the villagers. It is said that on April 2nd a party of six Communists went to Nam Lung with the intention of compelling the inhabitants to join their movement.

The villagers resisted, and in revenge the Communists burned the village and seized six young men. Two of these prisoners were afterwards shot dead. The raiders demanded a sum of \$3,500 as compensation for this resistance.

When the *coup d'état* against the Reds at Canton was accomplished on Good Friday, the gang was forced to fly with a number of other Communists. The raid was organised on the strength of information that the men were hiding in Hong Kong.

Charges of murder, arson, robbery, and kidnapping will be brought against the prisoners. A request has been received, it is reported, for the surrender of the men to General Li Chai Sum, but certain formalities have to be gone through before this can be complied with. One of these is the holding of an identification parade, for which the arrival of witnesses from Nam Lung Village, including the parents of the murdered villagers, is being awaited.

SERIOUS INTIMIDATION CHARGE.

COOLIES BULLIED OUT OF ONE FIFTH EARNINGS?

After months of submission to the orders of a Chinese gang, a number of coolies decided to make a complaint to the Police. As a result, two members of the gang appeared at the Central Magistrate's yesterday. The charges against defendants are that between January and May they compelled the complainants to pay two cents on every ten earned. The penalty of failure to comply with this order was a severe beating in each case.

Sub-Inspector Shafton, of the Secretariat for Chinese Affairs, said that the complainants and defendants were all casual truck pullers. In December the defendants approached the complainants and informed them that if they wished to continue as truck pullers they would have to pay the defendants two cents on every ten earned. The complainants were fewer in number and had no option but to meet the defendants daily on the Wing Lok Wharf and hand over a percentage of their earnings. When the defendants thought they were not receiving enough money they would beat the complainants, alleging that they had not made a truthful return of the amounts they had earned. Eventually the complainants could stand this no longer and made a complaint to the Inspector. He sent some detectives to the wharf on Monday and four men were arrested. Two were released because there was insufficient evidence against them.

The prisoners were remanded until Saturday.

But because the Chinese had this right of succession to property, according to Chinese law, that did not mean that the coming-of-age varied. The law of this Colony put the coming of age at 21 years for everyone.

It was almost impossible to believe that it was intended by local legislation that the Chinese should come of age at a different age to everyone else, and there was nothing in the Ordinance relied upon by the defence to suggest this. The age of 21, fixed in England as the coming of age time, was also applicable in this Colony. So far as he knew there was no local law to the contrary.

Commenting on the question of full age with regard to Marriage and Probate Ordinances, Mr. Potter said that no one could be married, without consent of parents or guardians, until the age of 21, and no letters of administration could be granted in respect of probate of wills until the age of 21 was arrived at. It had been decided by Mr. Justice Gompertz that the Probate Ordinance applied to Chinese as well as to non-Chinese. After preliminary evidence in the plaintiffs' case had been taken, the Court adjourned.

AN ASTONISHING CONFESSION.

"I HAVE COMMITTED FORGERY."

EUROPEAN'S STRANGE BEHAVIOUR.

COMMITTED FOR TRIAL.

After obtaining by means of a forged cheque the sum of £29 in Bank of England and Treasury notes, Joseph Matthew Kailey, described as an Anglo-Indian, surrendered himself and the money to the police. Yesterday at the Central Magistrate Kailey said: "I admit the forgery, but it was committed under very pressing circumstances."

Kailey appeared before Major C. Willson yesterday on the following four charges: of stealing two cheques, the property of Mr. E. K. Dovey, Government Analyst; of forging a cheque for \$980 in the name of Mr. E. K. Dovey; of cashing a cheque knowing same to be forged; and of forging a letter to the manager of the Mercantile Bank of India in the name of Mr. E. K. Dovey.

Mr. T. H. King, Director of Criminal Intelligence, prosecuted. The first witness was Mr. E. K. Dovey. He said that Kailey was employed at the telephone exchange in the office buildings. On May 6th witness made out two cheques, one at 10-0 a.m. and the other at about 3-30 p.m. Their numbers were 356931 and 356934. In reply to a question by Mr. King, witness said he did not notice when he made out the cheques that two had been abstracted from the book.

Witness continued that it was possible to overhear conversations between his own private office and various parts of the building by pressing a button at the switch-board.

In the course of his duties defendant had free access to witness's private room. He could not say exactly at what time Kailey was absent from the office, but he was not sent out. At about 12-30 Mr. H. R. Weller, Assistant Accountant at the Mercantile Bank of India rang up to ask if he had authorised the payment of a cheque for \$980. He replied that he had not. Mr. Weller came round to his office, and they went together to the Central Police station.

Not A Satisfactory Employee.

In reply to the defendant's question whether he had discharged his duties in a satisfactory manner, Mr. Dovey said that defendant's had not done so. Witness admitted that he had never caught witness in the act of listening at the switch-board to a private conversation.

Mr. H. R. Weller, Assistant Accountant at the Mercantile Bank of India, said that about 10-15 on Saturday morning defendant came to the Bank and presented an envelope addressed to the Mercantile Bank. The envelope contained a cheque for \$980 and a letter requesting English currency, both signed with Mr. Dovey's name.

In witness's opinion, the forgeries were cleverly done.

Delay In Cashing The Cheque.

Witness added that he sent for the equivalent of \$980 in sterling, and found that it could not be obtained immediately. After the defendant had waited for about 15 minutes, the clerk suggested that prisoner should call back later. To the best of witness's knowledge, the prisoner then left the Bank for some 20 minutes.

Witness continued that at about 11 o'clock he gave defendant the notes in a blue envelope, and the man then left the Bank. Later in the morning, as the result of inquiries he had made, witness rang up Mr. Dovey, from whom he learnt that the cheque was a forgery. He immediately called to see Mr. Dovey at his office and they went together to the Central Police station.

When they arrived, they found defendant there. The envelope which contained twelve £5, one £10 and one £20 Bank of England note, and £9 12s in Treasury notes was in possession of the police.

"I Wish To Speak To You Quietly."

Sub-Inspector Payne said he was on duty on Saturday morning, May 7th. Defendant came in at 12-55 and said "I wish to speak to you quietly; I have committed a forgery and have the money in my pocket." After making this voluntary statement, defendant broke down.

Sergeant Dyer said that defendant produced the money and a blank cheque at the Detective Office of his own accord. When the man was searched, fifty five cents was found upon him.

(Continued on next column).

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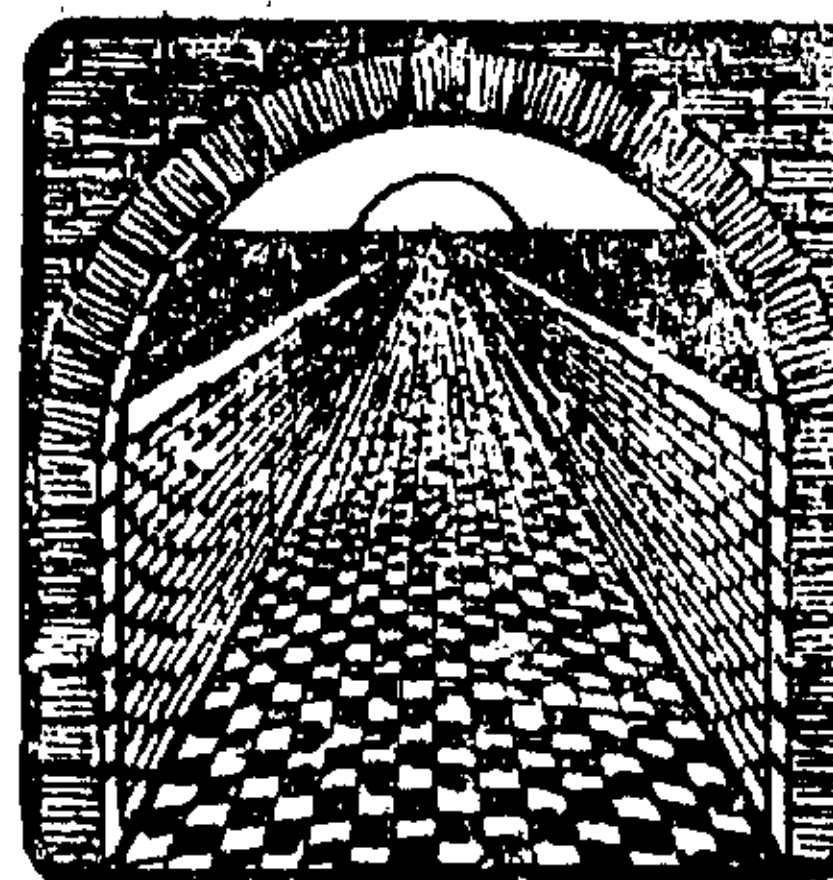
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CINEMA NOTES.

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A GERMAN FILM AT THE WORLD.

[BY OUR FILM CRITIC.]

"Wind Force Nine" showing to-day at the World is an exciting and well told story, but to those who take an interest in the cinema industry it is more than that. It is a German production and there are astonishing points of difference between the output of the American and German studios. Comparisons suggest themselves, but it is hard to say that the one is better than the other. On the score of photography and stage settings Germany, if "Seigfried" and "Wind Force Nine" are typical, certainly leads. Every scene is constructed and the positions and movements of the actors are arranged so that the composition is as nearly perfect as possible. But what is more the star "close up" has been eliminated, stars and supers alike are only shown in their proper perspective, such few "close ups" as there are show the whole figure in an appropriate setting and as an effective part of the drama. German producers have firmly closed the photograph album.

Against that America undoubtedly leads on two important points. The most juvenile of Hollywood's supers knows that an ordinary walk won't do on the films, the Pathé gazette pictures show how ugly and jerky it is; but the caste of "Wind Force Nine" do not seem to have mastered the "cinema walk." The second part is the dressing of the actresses. We have had occasionally some what bizarre costumes from Hollywood, but to balance them the larger number of the women are beautifully and becomingly dressed. Maria Kamradek who plays Mabel in "Wind Force Nine" has ugly clothes and wears them badly.

The story and its mechanics might equally have issued from Hollywood; there are the same unnecessary inaccuracies including an unwitnessed will that everyone accepts as a matter of course and an extraordinarily gallant commander of manoeuvres who gives one of his cruisers to the rescued lady. The naval manoeuvres produced one or two sniggers from people who knew, and it didn't need much inside knowledge to see that things were not altogether ship-shape in that part of the story.

Sub-Inspector Andrews said that on Monday afternoon he charged the defendant, who gave the name of Joseph Matthews Kailey. In the afternoon he read the first of the four charges to defendant at the Central Police station. Defendant made a statement that was taken down by witness. This statement was as follows: "I have nothing to say now; by this I mean I do not wish to say anything at present."

He made the same statement in reply to each of the other three charges.

When asked if he had anything to say, Kailey admitted the forgery, but pleaded that it was committed under very pressing circumstances. He did not call any witnesses.

His Worship committed defendant for trial at the Criminal Sessions next month.

THE CHINESE Y.M.C.A.

SOME OF ITS ACTIVITIES.

COMMERCIAL CLASSES FOR BUSINESS EMPLOYEES.

A number of changes in the Hong Kong Chinese Y.M.C.A. have taken place since Mr. Yimsoon H. Tano, M.A., from Yale University, has taken over the duties of general secretary. Mr. J. L. McPherson is still with the Association as advisory general secretary, but most of the active work is in the hands of a secretariat which now consists almost entirely of Chinese.

The secretariat staff is divided into three departments: educational, business, and service. The educational department looks after the Y.M.C.A. day and night schools, the free schools for poor boys, and civic and vocational training. The service department is concerned chiefly with activities in outside schools, and with factories and large business houses where it is possible to form social centres. The business department is confined to routine administration.

Mr. J. L. McPherson and Mr. Yimsoon H. Tano are responsible for the general direction of the Association activities. Mr. Ko Sic Wai is executive secretary in charge of the service department and Mr. T. Moffat head of the business department.

The Chinese Y.M.C.A. Branch in Des Vaux Road Central, has been placed since Mr. Yimsoon H. Tano, M.A., from Yale University, has taken over the duties of general secretary. Mr. J. L. McPherson is still with the Association as advisory general secretary, but most of the active work is in the hands of a secretariat which now consists almost entirely of Chinese.

A PETROL ST. LEGER.

SPEEDY CIRCUITS OF HAPPY VALLEY.

Two Chinese who were observed by a nearby resident to be repeatedly making circuits of Happy Valley at a high speed appeared yesterday at the Central Magistrate.

Mr. C. A. Grimes said that on April 11th he noticed that two motorcycles—one of them carrying a pillion rider—made the circuit no fewer than five times. He took a position near the Cranshaw Cricket Club, and from his observations was able to state definitely that the defendants were passing him regularly at an average speed of between 30 and 40 miles an hour.

Mok Wing Tam, owner of one of the two machines reported by Mr. Grimes, denied that he was driving the machine, as at the time he was away from Hong Kong.

Replying to a question from the Bench, the defendant admitted that the machine was occasionally borrowed by two friends, Charles Leung and J. L. Quinn, both of whom however denied using it on the day in question.

The summons was adjourned for further enquiries.

Mok Wing Tam was defendant in a second summons charging him with a similar offence.

Evidence in this case was given by Traffic Sergeant Baker. The officer deposed that on May 4th, he saw the defendant approach him at Lower Albert Road, near the Dairy Farm Road, at an estimated speed of 25 miles an hour. Defendant said that the bend referred to was an acute one, necessitating slow driving at the approach. He was sure he was not driving at an excessive speed, since he was on second gear. A fine of \$15 was imposed.

TERRIBLE UP-RIVER COLLISION.

S.S. "LEUNG KWONG" SUNK IN CAPSIMUM PASS.

OVER 80 REPORTED DROWNED.

TWO EUROPEAN OFFICERS MISSING.

A graphic story was told by a survivor who reached Hong Kong yesterday of the collision between the steam launch *Moon Shine* and the s.s. *Leung Kwong* on Monday night at 7.30 at Capsimum Pass. The *Leung Kwong* was struck on the bow and sank within ten minutes. Two of her European Officers are reported to be missing, and about eighty Chinese passengers were probably drowned. Gallant rescue work was done by two other steamers on the same run which came on the scene about half an hour later. Capt James Wilson, master of the ill-fated vessel, was reported to have been in the water for over an hour before he was picked up.

The s.s. *Leung Kwong* left here on Monday at 6.30 p.m. on her usual trip to Kongmoon, and while in Capsimum Pass, at 7.30 p.m., she collided with the steam launch *Moon Shine*. The *Leung Kwong* was badly damaged in the bow and she sank within ten minutes of the accident, the head of the vessel submerging first.

The Collision.

It appears from the report made by the coxswain of the *Moon Shine*, that the s.s. *Leung Kwong* was proceeding along the centre channel and suddenly swerved across the bows of the *Moon Shine*.

This vessel was returning to Hong Kong from Lin Tang having left there at 5.30 p.m. When she reached the approaches to Capsimum at 7.30 p.m., she sighted the port and starboard lights of an approaching steamer. As she was in the middle of the channel, she therefore blew two long blasts and altered her course to starboard, but the *Leung Kwong* swerved also to the inshore, thus meeting the bow of the *Moon Shine* with her starboard bow. A collision resulted and serious damages were done to the *Leung Kwong*.

Realising that the vessel would sink, the Captain of the *Leung Kwong* made an attempt to beach her, but before the steamer could gain any headway, she sank rapidly by the head.

Around The Wreck.

Confusion reigned around the wreck. On board the s.s. *Leung Kwong* were some 200 souls including crew and passengers, and everyone was trying to reach a place of safety. Some were so frantic that they threw themselves into the river. Meanwhile the *Moon Shine*, after having regained control, went alongside the wreck and took off fifty to sixty passengers, and some were fished out of the river.

While the launch was doing all she could in the way of rescue work, two other steamers—the s.s. *On Lee* and the *Kwong Fook Cheong*—also on the same run, came up. They were, however, unable to anchor owing to the strong current running at the time. They did what they could and several of the passengers were picked up by them. The *Moon Shine* found she was making water by the bows and she therefore transferred the survivors aboard her to the two steamers. The *Kwong Fook Cheong* continued her journey to Kongmoon, with about twenty survivors, and the s.s. *On Lee* returned to Hong Kong with about eighty. She reached Lai-chikok at about 10.30 p.m. on Monday night, and as she was unable to get a launch to take off the survivors she had picked up, she took them to Kongmoon arriving at about 2 a.m. yesterday.

Eighty Drowned.

According to the coxswain of the *Moon Shine*, there were at least eighty persons drowned. He was unable to give many details, as he had been busy engaged in rescue work. Among the passengers he had picked up, was Capt. James Wilson. He said that the launch had cleared Lin Tang Customs at 6 p.m., and the collision took place at a position approximately half a mile west of the Red Light at Capsimum, off Ma Wun. Prior to the collision the lights of both vessels were burning brightly, and the weather was clear and calm.

Police To The Scene.

The first report of the collision was received by the Water Police at about 11 p.m., when a telephonic message was sent through by Capt. Wilson, who had returned to Hong Kong by the *Moon Shine*. The Harbour Office, the *Kau Sing* was unable to proceed to the scene of the wreck as she was in dock, and Inspector Brown, of the Water Police, went to Capsimum Pass on a Tai-koo tug. Inspector Brown was unable to find any survivors in the vicinity although search lights were brought into play. He returned about 2 a.m.

The "Leung Kwong" Version.

The story of the collision as given by the Chinese pilot of the s.s. *Leung Kwong* was that as the vessel approached Capsimum Pass, the lights of an on-coming vessel were sighted, and an intimation was sent by the siren that the *Leung Kwong* would go by the outer side of the channel. When she came near to the *Moon Shine*, she found

that the launch had not altered her course. The *Leung Kwong*, therefore, swerved to starboard, but the *Moon Shine* instead of keeping on to her course, altered to starboard and struck the *Leung Kwong* on the starboard bow.

A Survivor's Story.

One of the survivors, an engineer, who had returned to the Colony minus four toes and with a broken head told a graphic story to a *Daily Press* representative. Asked as to the number drowned, the man replied in a low tone that the deck passengers were "all boiled in one kettle." This is a Chinese idiom for all perishing together without any means of saving them.

It appeared from his story that the grille leading to the upper deck from the steeple was locked at the time, and therefore those who were down below were unable to get out. They were shut in a death trap and drowned.

Those who were saved, he declared, were first class passengers. He was in the engine room at the time of the collision and on hearing a loud crash and a scurry and hurrying of feet above him he came on deck. There he found the ship's head rapidly submerging. What followed he was unable to say. "Everything went wild," was how he described the scene. The cries of the women, he said, were most heart-rending.

Visits To The Wreck.

A visit to the scene of the disaster was paid by the Deputy Harbour Master yesterday morning at about ten o'clock on the launch *Victoria*, but only part of the funnel and mast of the sunken vessel were showing above water. Two boats belonging to her were picked up and taken back to Hong Kong.

Divers and surveyors were also sent out by the owners of the *Leung Kwong* yesterday. They found three dead bodies floating near the wreck and poop, bridge and saloon partitions were drifting about. These had either been torn away by the impact or by the wash of the current. A Chinese diver went down but came up after half an hour. He found two rifles, five revolvers and one automatic pistol, which were later handed over to the Police. About three feet of the main mast was showing above water.

Soundings were also taken around the wreck. At the deepest part there were 17 fathoms of water, shallowing down to 13 fathoms. According to another report it was stated that there were 20 fathoms at the deepest point, shelving to 6 fathoms with a sudden shallowing to 2½ and 1 fathom.

Chief Officer And Captain.

Another survivor said that he saw the Chief Officer, Mr. F. G. Martin, struggling in the water for over an hour. He appeared to be in a state of exhaustion and had apparently swallowed a lot of water. A life line was thrown out to him, but he was unable to get hold of it. A sudden turn of the boat in which this survivor was, made him lose sight of Mr. Martin and what has become of him was not known up to late last night.

Capt. Wilson was also seen struggling in the water and it was stated that he must have been in the water for over an hour before he was picked up by the *Moon Shine*. He had received a slight injury to his hand. The Chief Engineer, Mr. A. Donaldson, is also missing. Hope is, however, expressed that the two missing officers might have been picked up by either the s.s. *On Lee* or the *Kwong Fook Cheong*, and until these steamers returned to Hong Kong, nothing could be learned as to their fate.

The six Indian guards on the ill-fated vessel were picked up by the s.s. *On Lee* and carried to Kongmoon.

The Casualties.

Interviewed by our representative yesterday, the owner of the wreck *Leung Kwong* said that the number of persons drowned amounted to over 80. There were over 120 passengers on board and a crew of about eighty men. As far as can be ascertained, about 130 passengers and crew had been rescued.

(Continued on next column).

CHINESE CHAMBER OF COMMERCE.

ANNUAL MEETING.

ELECTION OF OFFICERS.

The 14th annual meeting of the Hong Kong Chinese General Chamber of Commerce was held in the Chamber of Commerce room, Connaught Road, yesterday afternoon. The general meeting was followed by a meeting of the Committee.

Mr. Li Yau Tau, the Chairman, presided and was supported by Mr. Lee Yick Mui and Mr. Ip Lan Chuan, general secretary.

The officers of the Chamber last year were: Mr. Li Yau Tau, Chairman; Mr. James Morris Wong, Vice-Chairman; Mr. Ip Lan Chuan, General Secretary; and Mr. Chai Yu Ting, Hon. Treasurer. With the exception of Mr. Wong, who declined further service, these officers were re-elected. Mr. Lee Yick Mui replaces Mr. Wong as Vice-Chairman.

In addition to the foregoing the Chamber has as honorary members of its committee: Hon. Sir Shouson Chow, Hon. Dr. R. H. Kotowall, Mr. Wong Kwong Tin, and Dr. S. W. Tso.

Some 15 merchants are on the executive committee, and 96 on the general committee. Mr. M. K. Lo is legal adviser to the Chamber and Mr. T. N. Chan, the Hon. English secretary.

Altogether 18 District Chambers of Commerce and 38 Trade Guilds are represented in the General Chamber of Commerce.

The cash receipts of the Chamber last year were \$20,728.99, and the total income was put at \$31,922.92. The payments amounted to \$28,844.15. The Chamber, in addition to its property in buildings and ground, has now assets of \$23,800.78. The ground and building of the Chamber are valued at \$182,035.47.

CHINESE WOMAN'S DEATH MYSTERY.

POLICE AND DOCTORS BAFLED.

An inquest opened by Mr. R. E. Lindall at the Central Magistracy yesterday on a young Chinese woman who died at the Government Civil Hospital was adjourned until next Tuesday.

Mr. M. K. Lo, who represented the dead woman's family, in applying for the adjournment, said that the family was not satisfied as regards the cause of death. He should like to say, without prejudicing the finding or the issue of the case, that the relatives of the deceased were most anxious that the circumstances should be thoroughly investigated by a jury. For that reason alone, he would ask his Worship to grant him an adjournment in order that he might fully prepare to represent the family.

The case concerned a woman who died in the Government Civil Hospital on April 22nd, the cause of death being medical authorities being unable to ascribe a reason for the presence of opium in the body.

The S.S. "Leung Kwong."

The s.s. *Leung Kwong* was built and engineered by the Kwong Fat Shipbuilding Co. and was purchased by her present owner—The Chai Wo S.S. Co.—for \$20,000 about five years ago. She had been regularly on the Kongmoon run for the last four years. She has a gross tonnage of 398 tons and a length of 135 feet. Further particulars of the vessel could not be obtained as she is not in Lloyd's register. The *Leung Kwong* was not insured and was not equipped with wireless apparatus. When she left here on Monday, she had a cargo of rice and flour valued at about \$10,000. Captain Wilson has been master of the vessel for four or five years. Chief Officer Martin only joined the ship recently.

The "Moon Shine."

The *Moon Shine* was built by John Lewis of Aberdeen. She was an old Admiralty trawler, having a length of 85 feet, beam 18 feet and depth 9 feet. She is a 97 tons craft and was employed as a tug during pre-strike time plying between Hong Kong and River delta.

Her present owners are the Lee Wing Company, and she is under British registry. When she returned to Hong Kong after the collision she had to be beached at Lai-chikok.

Enquiry To Be Held.

An enquiry into the circumstances of the collision will be held at the Marine Court in due course. The survivors, it is reported, have scattered and it would be difficult to get them to testify at the enquiry. Both parties are doing all they can to locate as many passengers as they can to give evidence.

Official Position Of The Wreck.

The official position of the wreck was given yesterday in a notice to mariners issued by the Harbour Authorities. It states: In Hong Kong waters, west of Capsimum, the wreck of the s.s. *Leung Kwong* lies in an approximate position 270 deg. (West magnetic), 600 yards from Cap Sing Island Light.

OPEN LETTER TO MR. WANG CHING WEI.

ADVICE OF THE MILITARY CADETS.

A WARNING TO THE SUN FAMILY.

[FROM OUR CHINESE CORRESPONDENT.]

Since the beginning of the "anti-Red" campaign in Canton, many labour unions formerly belonging to the Kuomintang Workers' Delegate Conference ("Red") have decided to join the Central Labour Union, which has been against the extremists throughout. The Central Labour Union now comprises 267 branch unions with a total of 780,000 members.

The cadets of Whampoa Military Academy have addressed an open letter to Mr. Wang Ching Wei asking him to sever his connection with the Hankow faction in Chinese politics. It is likely that Mr. Wang will take this opportunity to leave Hankow provided, of course, that he is free to do so.

The Superintendent of the Canton Wireless Service is desirous, it is reported, of preventing foreign warships in Canton waters from communicating with other stations or ships. It is understood that he has taken up the question with the Foreign Consuls on Shanghai.

Dr. Sun Yat Sen's family star appears to be waning. The Southern Chinese Press are featuring a warning formally telegraphed from Shanghai by the senior secretary of General Headquarters to Madame Sun Yat Sen and her step-son, Mr. Sun Fo. Madame Sun has been requested to leave Hankow and to go to Nanking at once, while Mr. Sun is being accused of having destroyed the merit his late father took 40 years to achieve. In Canton, Mr. Li Shing Yi, formerly chief secretary to Mr. T. V. Soong, has been transferred from the Canton Police Headquarters to the Military Prison at Whampoa.

The trial of Mr. Kan Kum Shek, who was at one time well-known in Hong Kong and Canton as a merchant and politician, has been opened in Shanghai. The charge against Mr. Kan is that he is a "Red" but little evidence has so far been produced in support of the charge. Mr. Kan was for a time a member of the Kwangtung Provincial Assembly.

After an interruption of nearly four weeks, trains on the Kwangtung Section of the Canton-Hankow line are again running between the Wongsah, southern, and the Shiukwan, northern, terminus.

During the absence of General Chien Ta Chun, the Garrison Commissioner, who is now directing the pursuit of the "Reds" in North Kwangtung, General Heu Ching Tang is responsible for the defence of the Southern Capital.

It has been decided by the military authorities in Canton to push their "anti-Red" campaign into Human Province, and the Police have been recruiting labour corps for the transportation service.

The Canton City Bank, a new municipal enterprise, is to open on May 20th, with Mr. Chen Yi Chung as manager, and Mr. Chen Luke Fung as assistant manager.

Mr. Lee Tsok Wing, managing-director of the Kwangtung Section of the Canton-Hankow Railway, has resigned, owing to ill-health. Mr. Lee was originally appointed by Mr. Sun Fo.

PROPERTY SALE.

NO. 32, BONHAM STRAND WEST.

At the Chicks Auction Rooms yesterday afternoon, Mr. E. V. M. R. de Sousa sold, by order of the leasehold owners, No. 32, Bonham Strand West.

This property has an annual Crown rent of \$50, and is held on a term of 999 years. The upset price was \$20,000, with bids of \$200 acceptable. Bidding progressed very briskly, and the upset was increased by \$12,000 before the property went to Li Man Kai, who purchased it on behalf of the Lien Yick Hong for \$107,000.

CORRESPONDENCE.

DICTATORSHIP OF THE PROLETARIAT.

[TO THE EDITOR OF THE "HONG KONG DAILY PRESS."]

Sir,—Anyone who has had any real experience of popular movements, political or industrial, knows that the rank and file never do anything but listen and cheer and vote. All the real work is invariably done by a few energetic leaders and a handful of workers. The great mass of the people never take an active part in the conduct of public affairs. If this is true in China to-day, one is inclined to think it is even more true in Russia. The great mass of the people resent the labour, the effort and the trouble. They must have leaders. They always did have leaders. Without leaders they are a helpless mob. Do the Communists expect to be able to dispense with leaders? Do they expect the whole mass of the proletariat to develop a common

will, a common purpose and a common discipline? They do not expect anything of the kind. They intend the proletariat to have leaders and masters, and they intend to secure those posts for themselves. To put the whole thing in a nutshell, the advocates of the dictatorship of the proletariat do not mean to allow the proletariat to dictate. No, they are to be dictated to in China as in Russia.

In trade, in politics, in agriculture, in the Army and Navy, in manufacture, in education and in law, the Russian Communists propose to supersede the fit by the unfit. All the trained, experienced and capable directors, organisers, managers, salesmen, architects and engineers, and all the educated professional men are to be murdered or exiled by the rag-tag and bobtail of the stunts—men ignorant, unskilled, unjust and violent.

Such is the plan, such the hope of the apostles of revolution. Now, apart from the criminal lunacy of the suggested means, let us consider the political idiocy of the end. As exemplified in Russia to-day, the dictatorship of the proletariat means the rule of the peasants and soldiers. But that rule must surely be more than a form of political government. It would imply also the confiscation of all public and private property and the control of all industrial and commercial concerns by the proletariat. Once they have abolished law and order, and discipline and business and commonsense, and have successfully blown out the brains of the commonwealth, will they be able to wave the Red Flag and live happily ever after?

Never before, neither under the Czar, nor Bismarck, nor Napoleon, have the commonplaces of political freedom been so completely repressed, nor have the agencies for creating political opinion favourable to the Government been so highly organised. The ruling class in Russia to-day is not a monarchy and a coterie of feudal lords. It is an aggressive party professing political convictions with the intensity usually associated with a religious rather than a political creed. We may, perhaps, discount a great number of the stories of atrocity which we hear from day to day as being the propaganda of the "White" *emigres*. But the fundamental fact of the absolute despotism of the Communists is undeniable. Did ever a party go forward with a more falacious battle hymn than those who shout from the house-top, "Dictatorship of the Proletariat!"—Yours, etc.,

IONIDES.

Hong Kong, May 10th, 1927.

HEALTH OF THE COLONY.

NOTIFIABLE DISEASE FOR LAST WEEK.

EUROPEAN CASE OF ENTERIC

During the week ending last Saturday the returns of notifiable diseases for that period were as under:

Small-pox.—Six cases (one Chinese imported). Two cases were from the City and four from Kowloon, and of these four died. Diphtheria.—Four deaths; six cases in all (four from the City, two from Kowloon). All Chinese. Enteric fever (typhoid).—Five deaths, ten cases in all (eight from the City, one from Kowloon, one from Shanghai). Nine cases were among Chinese and the other a Portuguese.

Last week's return showed eleven cases of typhoid, of which ten cases proved fatal. There is only half this number of deaths in respect of this disease this week, although only one less case notified. For the 24 hours ended yesterday there was notified from Kowloon one German case of enteric fever.

TO-DAY TILL SATURDAY

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NEW ADVERTISEMENTS.

CHINA UNDERWRITERS, LIMITED.

NOTICE IS HEREBY GIVEN that by a Resolution of the General Managers of the Company made on the 17th INSTANT A CALL of \$1.00 Per Share has been made upon the Members of the Company payable on or before the 17th DAY of AUGUST, 1927, to the Company's Bankers, THE HONG KONG & SHANGHAI BANKING CORPORATION.

Dated this 11th Day of May, 1927.

SHEWAN, TOMES & CO.,
General Managers.

NOTICE.

CHINA PROVIDENT LOAN & MORTGAGE CO., LTD.

NOTICE IS HEREBY GIVEN that the THIRTIETH ORDINARY ANNUAL MEETING of Shareholders in the Company will be held at the Registered Office of the Company "St. George's" Building, Chater Road, Hong Kong, on SATURDAY, MAY 14th, 1927, at Noon, for the purpose of receiving a Statement of Accounts and the Report of the Directors for the Year ended December 31st, 1926, to confirm the appointment of Two Directors, and to elect Two Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from WEDNESDAY, 17th MAY, 1927, until WEDNESDAY, 17th MAY, 1927, Both Days inclusive.

By Order of the Board,
D. L. KING,
Secretary.

Hong Kong, May 2nd, 1927. [4972]

THE CANTON INSURANCE OFFICE, LTD.

NOTICE TO SHAREHOLDERS.

THE FORTY-SIXTH ORDINARY GENERAL MEETING of SHAREHOLDERS will be held at the Office of the Undersecretary on TUESDAY, the 17th MAY, 1927, at Noon, for the purpose of receiving the Report of the General Agents, together with a Statement of Accounts for the Year ended the 31st December, 1926.

The SHARE REGISTER and TRANSFER BOOKS will be CLOSED from the 3rd to the 17th MAY, 1927, Both Days inclusive.

JARDINE, MATHESON & Co., Ltd.,
General Agents.

Hong Kong, 28th April, 1927. [4840]

CHINA PROVIDENT LOAN & MORTGAGE CO., LTD.

TO SHAREHOLDERS AND OTHERS HOLDING POWERS OF ATTORNEY.

NOTICE IS HEREBY GIVEN that in pursuance of Article 81 of the Articles of Association all Powers of Attorney under which any Shareholder intends to vote on the Poll to be held at the Registered Office of the Company on the 17th INSTANT must be deposited at the Registered Office of the Company Not Less Than Forty Eight Hours before the Time for holding of such Poll notwithstanding that such Powers of Attorney have already been produced to and noted by the Company.

Dated this 6th day of May, 1927.

By Order of the Board,
D. L. KING,
Secretary.

Hong Kong, May 6th, 1927. [4896]

CHINESE ENGINEERING & MINING CO., LIMITED.

PAYMENT OF INTERIM DIVIDEND ON SHARES FOR THE YEAR ENDING 30th JUNE, 1927.

THE Board having Declared AN INTERIM DIVIDEND of One Shilling per Share, free of Income Tax, for the Year ending 30th JUNE, 1927, Holders of Bearer Shares and Holders of Dividend Warrants received from London on account of Registered Shares, will be paid their Dividends on presentation of No. 30 Coupon of the Bearer Shares, and Dividend Warrants on Registered Shares, to either of the following Banks:-

THE HONG KONG & SHANGHAI BANKING CORPORATION.
THE CHARTERED BANK OF INDIA, AUSTRALIA & CHINA.
THE BANQUE PARISIENNE D'ETRANGER.

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P. O. YOUNG,
General Manager.
KAILAN MINING ADMINISTRATION. [4892]

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SPANISH DOMINICAN PROCUATION.
[4899]

TO BE LET FURNISHED, OR SOLD-From 1st JULY, 1927, FOREBANK WEST, MAGAZINE GAR. Six Rooms, 4 Bathrooms, Modern Sanitation, Private Garage. Suitable for Two Couples or Four Bachelors. Apply-F. M. DRAWFORD, c/o LANE, CRAWFORD, LTD. [4808]

FURNISHED FLAT on PEAK TO LET. Two Bedrooms with Bathrooms, Two Reception Rooms and enclosed Verandah. Modern Sanitation. Immediate Possession. Apply Box 476, c/o Hongkong Daily Press. [4766]

INTIMATIONS.

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the FIFTY-FOURTH ORDINARY YEARLY MEETING of the Society will be held at the Head Office, UNION BUILDING, Hong Kong, on FRIDAY, 20th MAY, 1927, at 11 o'clock A.M., for the purpose of receiving the Report of the Directors and the Statements of Account to 31st DECEMBER, 1926, and of declaring Dividends, etc.

The TRANSFER BOOKS of the Society will be CLOSED from MAY 4th to MAY 10th, Both Days inclusive.

By Order of the Board,
PAUL LAUDER,
General Manager.

Hong Kong, April 25th, 1927. [4836]

BRITISH TRADERS' INSURANCE COMPANY, LTD.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the SIXTY-FIRST ORDINARY YEARLY MEETING of the Company will be held at its Head Office, Swiss Buildings, Hong Kong, on FRIDAY, 20th MAY, 1927, at 11.15 A.M., for the purpose of receiving the Report of the Directors and the Statements of Account to 31st DECEMBER, 1926, and of declaring Dividends, etc.

The TRANSFER BOOKS of the Company will be CLOSED from MAY 4th to MAY 20th, Both Days inclusive.

By Order of the Board,
PAUL LAUDER,
General Manager.

Hong Kong, April 25th, 1927. [4836]

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the FIFTY-EIGHTH ORDINARY YEARLY MEETING of the Company will be held at its Head Office, UNION BUILDING, Hong Kong, on FRIDAY, 20th MAY, 1927, at 11.20 A.M., for the purpose of receiving the Report of the Directors and the Statements of Account to 31st DECEMBER, 1926, and of declaring Dividends, etc.

The TRANSFER BOOKS of the Company will be CLOSED from MAY 4th to MAY 20th, Both Days inclusive.

By Order of the Board,
PAUL LAUDER,
General Manager.

Hong Kong, April 25th, 1927. [4837]

DOUGLAS STEAMSHIP CO., LIMITED.

THE ORDINARY GENERAL MEETING OF SHAREHOLDERS.

THE ORDINARY GENERAL MEETING of SHAREHOLDERS in the above Company will be held at the COMPANY'S OFFICES, on SATURDAY, the 21st of MAY, 1927, at Noon, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts to the 31st of DECEMBER, 1926.

The TRANSFER BOOKS of the Company will be CLOSED from the 17th to 21st of MAY, Both Days inclusive.

DOUGLAS LAPRAIK & CO.,
General Managers.

Hong Kong, 6th May, 1927. [4897]

FOR SALE OR TO BE LET UNFURNISHED.

No. 27, PEAK, LUGARD ROAD.

EIGHT ROOMED HOUSE, with Central Heating, Five Bedrooms, Four Bathrooms, Three Drying Rooms, Modern Sanitation, Grass Tennis Court and Garden—Possession MAY 1st. Apply: LINSTAD & DAVIS, ALEXANDRA BUILDINGS. [4776]

FLATS AND HOUSES.

AVAILABLE—G. 1, Peak Road, Residential Quarters, Central location, beautiful grounds, entirely renovated, hot and cold water, excellent bathrooms. Rooms single or double, for bachelors or small families, furnished or unfurnished. Partial or whole service may be arranged. Use of tennis court, lawn, and garden. Available by Tel. 40, chair or pleasant walk. O. 1, Mid level flat or rooms available, furnished. O. 2, Repulse Bay. Well furnished house with fitted in oak furniture as wardrobe, bookcases, cupboards, electrical fittings, etc., ready inserted. Flush system. Good grounds and excellent views. Available in part or whole. W. 12, Three houses, 12, 6 and 6 rooms rented together; formerly private hotel. Flats and houses available furnished or unfurnished, also single rooms for bachelors.

OWN YOUR HOME

Excellent houses and bungalows for disposal part cash and instalments. PROPERTY MANAGEMENT

Our moderate fee includes services (at your option) as follows: 1. Management of your property. 2. Rental collection. 3. No limit to tenants supplied and no charge for securing new tenants or for advertising during period of contract. 4. Auction or private sale. 5. Negotiation of mortgage. 6. Insurance arranged free of charge to you. 7. Registration of your land or property. 8. Free information and advice regarding shares, mortgage, etc. We have rented many of the Colony's largest houses and have negotiated property, land and shares for some of the oldest firms.

HONGKONG SMALL INVESTORS,
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INTIMATIONS.

FINE SHERRIES.

SUPERIOR PALE

DRY.

FULL GOLDEN

of very superior quality; grown and bottled by

Anto. R. Ruiz Y. Hermanos,

Xeres de la Frontera,

specially selected.

"Tis royal wine! Makes glad Sight, scent and taste.

Pour then!

There glows a spark of fire Within its depths.

A subtle fragrance from it Upwards steals, And in the drinking, Know rich promise Bounteously fulfilled."

A. S. WATSON & CO., LTD.

WINE & SPIRIT MERCHANTS.

PHONE C. 616.

DEATHS.

COOKE.—On May 6th, at the Shanghai, JAMES EDWARD, son of the late Colonel and Mrs. JAMES EDWARD COOKE, in his 50th year. MAINGON.—On April 30th, at Venice, France, ODETTE, wife of AUGUSTE MAINGON, of Ningpo, in her 32nd year. ROBERTSON.—On May 4th, at Shanghai, HORATIO ROBERTSON, aged 68. TRODD.—On May 3rd, aboard the s.s. *Rafael Maria*, at sea, ALFRED B. TRODD, aged 71.

Hong Kong Office: 1A, Chater Rd. London Office: 21, Bride Lane, Fleet Street, E.C. 4.

The Daily Press.

HONG KONG, MAY 11th, 1927.

FRIENDSHIP WITH CANTON.

A FEW days ago one of the new Canton officials wrote that he would like to meet the Editors of the Hong Kong papers in order "to exchange views and to establish a friendly relationship." That sounds very pleasant and peaceable and when opportunity offers we shall probably accept the implied invitation and seek this gentleman's better acquaintance, but it cannot be too clearly pointed out that friendship will not thrive and develop if it is manifested on one side only.

We have always wished to live in harmony with our neighbours in Kwangtung, and the sincere desire of the Hong Kong Authorities is to see that Province develop and prosper. If they could co-operate in any practical way in that development they would do so gladly. But what is Canton's attitude? First they engineer a strike of Chinese workmen in Hong Kong and then follow this up by maintaining a boycott against us.

That, we admit, is past and done with, but the evil results of this policy are still reflected in the balance sheets of our commercial undertakings. Canton has been so blinded with hatred that she has not hesitated to injure herself and bring untold misery upon thousands of her own people in order that she might inflict damage upon us. It is to the best interests of the whole of South China that this Colony and Kwangtung should work together, but for a period of nearly two years Canton would have none of it. We were imperialists and foreigners, only fit to be spat upon, and any Chinese who associated with us was a "hunting dog," whatever that phrase may mean, in whom all patriotic spirit was dead. We are now given to understand officially that the trouble was caused by unscrupulous agitators, who were probably subsidised by Russia, and that these undesirable tub-thumpers and propaganda merchants have now been driven out or placed under control.

That is all to the good, and we are willing to let bygones be bygones, but has there been a real change in the feeling against us? Is the olive branch held out because there is a true desire to co-operate with Hong Kong, or is it merely a gesture designed to deceive us and made with the object of securing some political or financial advantages at our expense.

We have read the catechism, commencing "How are our Chinese people oppressed and persecuted," which, it is reported, is thrust upon all with whom the Nationalists come into contact. That catechism professes to teach that the English, Americans, French and Japanese have robbed and exploited the Chinese in every possible direction. Through this agency the ignorant peasants are led to believe that foreign enterprise is depriving the country of millions of dollars a year and is responsible for the crushing burden of taxation under which they are suffering. The officials and the educated Chinese know that this is sheer nonsense. With what ulterior motive, therefore, are the workers being deluded? How can we believe in any protestation of friendship when we know that secretly and treacherously the great mass of the population are being stirred up against us so that they may break out at any moment and do irreparable injury to any of our nationals who may be in their power.

Surely the statement made in the House of Commons by Sir AUSTER CHAMBERLAIN on Monday is sufficient indication of the British desire for friendship, peace and co-operation. The Hankow Agreement, signed by Mr. EUGENE CHEN, has not been kept and there are thousands of British people who consider in the circumstances that justice demands we should retake the concession which was voluntarily handed over to the Southern Government. There is an army in Shanghai which could do this without trouble and many responsible Chinese, who are disgusted with the present political situation in the country, would welcome such a move. But the British Government say "No." They are content to believe that the chaos at Hankow, and the unspeakable horrors perpetrated at Nanking, were the work of the communists and of the communists only. Now that these plotters and intriguers have been thrown from their places of power and responsibility they are willing to stay their hand and to give the new officials an opportunity of establishing a decent, orderly administration. Such will never be accomplished whilst lying propaganda on the lines of the catechism to which we have referred is carried on throughout the length and breadth of the land. If Canton, therefore, is anxious for the friendship of Hong Kong it should begin by establishing its bona fides and insisting that such propaganda should cease.

Quarantine restrictions have been imposed against arrivals from Haiphong on account of cholera.

A meeting of the Finance Committee of the Legislative Council will be held in the Council Chamber on Friday afternoon at 2.30.

The manager of a rice shop in Lee Yuen Street has reported to the police that his shroff has absconded with \$172, collected on behalf of the shop.

For wearing a hat in the Court room of the Kowloon Magistracy yesterday, a Chinese was fined \$2 for contempt of court by Mr. W. Schofield.

The total output of the Kailan Mining Administration's mines for the week ending April 23rd amounted to 96,031 tons, and the during that period to 94,168 tons.

The 87th Punjabi Regimental Sports and "At Home" are being held to-day on the United Services Recreation Club ground, Kowloon. The function begins at 3 p.m.

Yesterday, being what is known as National Humiliation Day, most of the Chinese papers in the Colony, in response to requests by their staffs, decided to have a holiday.

A man who was recently fined \$15 for throwing a handful of sawdust in the faces of a Chinese detective's two children, has applied for a cross-summons and a rehearing of the original case. The summonses will be heard at Kowloon Magistracy next Tuesday.

Two functions are taking place this evening which should appeal to men of the Services particularly. At the Seamen's Institute there is a whist drive, beginning at 8.30 p.m., and at Mount Austin Cinema a dance organised by "C" and "D" Companies of the King's Own Scottish Borderers.

The China Motor Bus Company's service will shortly be augmented by the arrival of the three new Leyland motor buses, which were ordered by the Company, but have been delayed on account of the coal strike at Home. The China Motor Bus Company are likely to extend their service to Kowloon Tong as soon as these vehicles have arrived and been duly tested by the C.S.P.

The marriage of Mr. M. H. Lo, assistant comprador of Messrs. Jardine, Matheson & Co., and Miss Edith Lam, daughter of Mr. and Mrs. Lam Kai Tsung, will take place to-morrow (Thursday). The marriage ceremony will be performed before the Registrar of Marriages at 3 p.m., and a reception will afterwards be held at the residence of the bridegroom's parents, No. 20, Conduit Road.

ANOTHER FISHING JUNK PIRATED.

\$725 DOLLARS STOLEN.

A fishing junk was returning to Aberdeen from Tanni, New Territories, on May 3rd, and when off Ninpin Island, she was attacked by eleven armed pirates. The robbers boarded her, and after intimidating the occupants into submission, they ransacked the fishing craft and stole 4 fishing nets, clothing and other valuables amounting to \$725.00. They then damaged the boat's steering gear, and escaped in their own vessel. The pirated junk drifted until she ran across another junk and was towed back to Aberdeen arriving yesterday when a report was made to the Police.

TRAFFIC BEACON TO BE INSTALLED.

The Captain Superintendent and the Traffic Inspector of the Hong Kong Police are making arrangements with the Swedish Trading Company to install an AGA traffic beacon on the cross-road of Des Vaux Road and Pedder Street, for experimental purposes. This traffic beacon has elsewhere proved very successful in reducing the dangers of cross roads.

FOR THE SERVICES.

THE WEEKLY ENTERTAINMENTS.

A NEW FEATURE AT THE "CHEER O."

A large number of Service men were present at the Naval and Military Y.M.C.A.'s at Hong Kong and Kowloon last evening, for the usual bi-weekly entertainments.

Usually the entertainment is given by local entertainers, but last night an innovation was made at the "Cheer O" and as it proved a success it is to be made a monthly feature on the entertainments programme.

The programme was arranged by Mrs. Costen, an indefatigable worker for Service men, who with other ladies of the Colony can often be found at the Y.M.s initiating men into the mysteries of mah-jong, or filling a spare place at any other game going.

Last evening, the men themselves were responsible for most of the contributions. For some time they have been coached by Mrs. Costen in singing, reciting and dancing, and they acquitted themselves admirably especially in the Charleston demonstrations. In addition Mrs. R. Sanger, Mr. H. B. L. Dowbiggin and Mrs. Marcel contributed vocal items.

There was another cheery gathering at the "Better Ole," Kowloon, where an excellent programme was staged.

There will be further programmes at each Y.M.C.A. on Friday evening, but there is something doing, if only an impromptu singing, a gramophone concert, whist drive, or dance.

An excellent scheme at the "Cheer O" Y.M. developed by Mr. Ingram, who is in charge there, is that on each day of the seven days of the week, shall be in charge of a certain section of helpers. Thus one night the programme is provided by the English, the next by Americans, then the Scotch the Irish, and so on. Sunday night is Mr. Ingram's own evening, and there is a talk for men on subjects for men.

UNEXCEPTION SENTIMENTS.

NINGPO COMPLAINANTS REQUEST FOR LENIENCY.

GOOD ENDING TO A BAD HACKING.

The case in which six Ningpo Chinese figured—three of whom were charged with assaulting and hacking one of the complainants with a hatchet on April 11th at West Point was resumed yesterday. The trouble arose through a disagreement between two partners, in which a few English sovereigns played an important part.

Mr. Horace Lo, who appeared for the complainants said that he was not going to press the charge because his client wished to and any bitterness between the parties concerned. They were compatriots and should live peacefully together. The defendants had also taken a similar view of the matter and had paid the complainant \$200 in settlement of a business debt which was entirely outside the case in Court.

Proceeding, Mr. Lo said: "I am instructed to ask your Worship as emphatically and respectfully as I can not to inflict any punishment on the defendants beyond binding them over in a very substantial sum for 12 months and also to give them such warning as may be deemed necessary. The reason why the complainant brought this case was to obtain personal security and he has no wish for revenge.

Inspector Grant raised no objection.

Mr. Lindell: I am binding over all three defendants in personal bonds of \$250 each to keep the peace for 12 months. They are to clearly understand that this assault on the complainant is on record against them and if they create further trouble they will not only lose their \$250 each, but they will be sent to jail.

EXECUTIONS IN THE NORTH.

FATE OF RUSSIAN PRISONERS.

INDIRECT PARLEYS WITH CHIANG KAI SHEK.

(Asiatic News Service.)

PEKING, April 29th.

The wife and three children of the Communist leader, Li Ta Chao, who was strangled on Thursday by order of Marshal Chang Tso Lin, were released this morning and they will be escorted back to their native district of Loting, Northern Chihli, for permanent residence. Li's three children, two girls and one boy, will be educated at the Loting middle school where the teaching of communism is strictly prohibited by the authorities.

Of the remaining culprits, three have been sentenced to life imprisonment while others will be liberated under bond shortly. But there is no news about the disposal of the 13 Russian prisoners. The *Fishih-pao* says that as Russians enjoy no extraterritorial rights in China, two or three of them will also suffer capital punishment.

Further Talk Of A Truce.

(Asiatic News Service.)

PEKING, April 29th.

A Japanese wireless message from Dairen gives the interesting report that through the mediation of "certain" prominent Japanese and Chinese officials, indirect parleys are in progress between Mukdenites and General Chiang Kai Shek's faction of the Kuomintang with a view to arranging a truce between the two contending parties. The principal objective of the mediators is to bring about peace so as to enable Chiang Kai Shek to purify the Kuomintang from the dangerous communists in order that a way for co-operation will be opened for all the anti-Red leaders, such as Chang Tso Lin, Wu Pei Fu, Sun Chuan Fang, Yen Hsi Shan, Chang Tsung Chang and Chiang Kai Shek, for the political reconstruction of China. It is stated that the delegates of Chang Tso Lin and Chiang Kai Shek will most probably meet at Dairen for conference shortly.

RETURNED BANISHEES.

SHARP SENTENCES AT LOCAL COURTS.

ANOTHER CASE YESTERDAY.

There has recently been a rounding up of banished and already this week three have been before the local courts.

On Monday Mr. W. Schofield had two before him at the Kowloon Magistracy. One got seven months' hard labour and twenty strokes of the birch and the other was sentenced to nine months' hard labour, and 20 strokes of the birch to serve another three months' imprisonment if unfit for birching. The man's record was bad and he had been banished from Singapore before being deported from Hong Kong.

Yesterday there was another case, at the Central Magistracy before Major C. Willson, who sentenced a Chinese to eight months' imprisonment for returning from banishment after having been sent away for ten years on September 13th, 1923. According to Sub-Inspector Vincent, the man had served three months' for stealing in 1921 and was banished. He returned in 1922, and after serving 12 months' hard labour was sent away for ten years in 1923.

NANKING'S FOREIGN MINISTER ON CHINA'S FOREIGN POLICY.

DENOUNCES MOB AGITATION AS TO REMOVAL OF UNEQUAL TREATIES.

A "MISINTERPRETED" SLOGAN.

Several leading British newspapers, commenting on Sir Austen Chamberlain's speech relative to affairs in China, generally agree that the Government, in the circumstances, could not act differently than they have decided to do with regard to the Nanking outrages. Our Tientsin contemporary, the *Peking and Tientsin Times*, appears to be of a very different opinion.

Dr. C. C. Wu, the Foreign Minister of China's Nationalist Government, warns his compatriots that mob agitation against the foreigner will not result in the removal of unequal treaties.

Yunnan's tupan has offered to enter into an "alliance" with Chiang Kai Shek.

The struggle on the Yangtze seems at present to be favouring the Fengtien troops, who are pressing on Hupeh province.

YUNNAN AND NANKING.

AN OFFER OF ALLIANCE.

TROOPS CROSS YANGTZE.

(Wah Tsz Yat Pao).

SHANGHAI, May 10th. General Tang Chi Yao's representative, Mr. Hu Cheng Lung, arrived at Nanking on the 9th inst., with a view to negotiating with Chiang Kai Shek for a possible Chiang-Tang alliance.

Dr. C. C. Wu's Views.

When he received the portfolio as Foreign Minister of the Nationalist Government on the 9th inst., Dr. C. C. Wu gave a lengthy lecture, before the Central Political Commission, on the foreign policy to be adopted in the future. He said that mob agitation against the foreigner would not result in the abolition of unequal treaties. The abolition of unequal treaties could be achieved only when occasion offered. The slogan "Down with Imperialism" could not be, in any sense, interpreted as "Anti-foreignism."

THE YANGTZE.

NORTHERN TROOPS NEAR HUPEH.

BATTLE IMMINENT NEAR WUHU.

[NAVAL WIRELESS.]

HANKOW, May 9th.

The Fengtien forces have captured Chumation after a severe battle, but they have not yet succeeded in reaching the Hupeh border.

The "Reds" in the district are harassing the Northerners by acting independently of, but in sympathy with, the Nationalists.

Another Northern success is reported from Liulin, where the railway line was cut, and a special Nationalist propaganda train fell into their hands. Many of the train's personnel were taken and shot out of hand.

General Tang Seng Chi has now withdrawn his Army Headquarters to Siannan.

The Russians have made further efforts to get ammunition to Marshal Feng Yu Hsiang, via the Han River, but the Northerners have intercepted every attempt.

The Southerners have repaired the bridge destroyed by the Northerners yesterday, but between Linlin and Chumation a large body of Southern troops have been cut off.

WUHU, May 9th.

A battle appears to be imminent in the region of Wuhu. The Northerners have taken up a line from Liushchow to Lake Hohow, and they are faced by the Southern 7th, 16th and 44th Armies. Desultory firing is now taking place. Wuhu is almost devoid of troops.

NANKING, May 9th. H.M.S. *Woodcock*, whilst cruising near to severe fire, was subjected to a severe gunboat replied to with machine-guns.

Gundre between Nanking and Fokow was entirely suspended yesterday.

CHINKIANG, May 9th. A steamer convoy in charge of a British gunboat arrived here from Shanghai without being fired on during its up-river.

There was a small exchange of gunfire across river yesterday.

NANKING'S MILITARY COMMISSION.

ANOTHER "NORTHERN" MEMBER.

(Wah Tsz Yat Pao).

SHANGHAI, May 10th. General Li Ming Chung, Marshal Feng Yu Hsiang's subordinate and one of the defenders of Nankow Pass against the Chang-Wu allied forces last year, has been appointed by the Nanking Government a member of the Military Commission of the Nationalist Government.

Troop Movement.

SHANGHAI, May 10th. General Li Chung Jen has been ordered by Marshal Chiang Kai Shek to move his troops north of Kiangsue. The Southern troops at Wuhu awaiting mobilisation have crossed the Yangtze. Serious fighting has taken place at Luchow (or Hapfel), situated in the centre of Anhui.

ROWDY STUDENTS AT AMOY.

CREATE DISTURBANCE OUTSIDE MUNICIPAL OFFICE.

KULANGSU POLICE CLEAR THEM OUT.

[NAVAL WIRELESS.]

AMOY, May 9th.

The able manner in which the Municipal authorities are keeping the unruly element in control was again demonstrated to-day, when there was a disturbance outside the Municipal Office.

The students had been ordered by the Chinese People's Association to hold a procession in Kulangsu to-day, and to submit demands to the Municipal Council that they should rescind their orders against the holding of processions.

The Government stopped the student's procession and there followed a noisy demonstration outside the public buildings. The police were ordered out and the crowd was dispersed without untoward incident.

The situation is now quiet.

SHANGHAI "PERFECTLY QUIET."

[NAVAL WIRELESS.]

SHANGHAI, May 9th. There is no change in the situation, which remains perfectly quiet.

COMPENSATION FOR THE KIUKIANG LOOTING.

DULY PAID INTO BANK.

[THROUGH REUTER'S AGENCY.]

LONDON, May 9th. In the House of Commons, in answer to questions, Sir Austen Chamberlain stated that the compensation agreed by the Hankow Government for the looting at Kiukiang had been paid to the Hong Kong & Shanghai Bank at Hankow on March 15th to the credit of this Consol-General's account.

SIR A. CHAMBERLAIN'S SPEECH ON CHINA.

PRESS COMMENT.

[THROUGH REUTER'S AGENCY.]

LONDON, May 10th.

Commenting upon Sir Austen Chamberlain's Nanking decision, the *Manchester Guardian*, in a leader, thinks it is impossible to say to "what extent the United States will be influenced by the Foreign Office in this wise decision," but we shall not, unfortunately, reap the proper reward of moderation by shelving the Nanking affair, which leaves us free to wait the emergence of a stable Government in China, whereon all hope of progress depends.

The *Daily Telegraph* and *Daily Express* stress the announcement that whatever Government emerges from the present confusion will be held responsible for the outrages upon British subjects. "It is hard to see what else the Government can do."

The *Daily News* is sure that Sir A. Chamberlain's act of discretion will be endorsed by the public opinion of Britain and America.

The *Daily Mail* says the safety of foreigners will remain precarious till Chinese mobs understand that attacks upon British subjects will not be tolerated. No real improvement can be expected till Moscow is dealt with.

What The "P. and T. Times" Thinks.

PEKING, May 10th.

The *Peking and Tientsin Times*, in an editorial, declares that to say the news that Britain had decided to consider the Nanking incident closed will be received by foreigners of all nationalities throughout China with amazement and indignation is to underestimate the facts. It exposes the five Powers to contempt and derision. If this continued inactivity, under repeated outrage and provocation represents the considered policy of the British and other Governments, those nationalities still remaining had better start packing and prepare for a hurried flight. Britons especially will regard the decision as an act of betrayal by their Government in view of the statements made by Ministers.

FAMINE IN MOROCCO. WIDE REGION CROPLESS. POPULATION STARVING.

MARRAKESH.

There is great misery and suffering at Marrakesh, the southern capital of French Morocco. During March no rain fell in this region, and the crops are fast withering.

Further south in the Sus there have been three years of bad crops, and during the past winter no rain fell. The Sus people are starving, and they have come, and are coming, in hundreds to Marrakesh and other parts of Morocco. This town is full of beggars—men, women, and children—in filthy rags. Some look as if they could not live many days. Occasionally in the streets bodies of those who have died are found.

On the roads one passes strings of Sus people, men and women, the latter often carrying little children, tramping along in the hope of finding work and food. Their faces are pinched and haggard, and their shrunken limbs clothed in rags. Never, in the twenty-eight years I have known Morocco, have I seen such misery as now exists in the region of Marrakesh.

A Problem For France. The French authorities are doing much. They have established posts throughout Southern Morocco in which the people are collected and fed, and they are providing work for them in the making of roads; but, judging by the number of miserable beings one sees at Marrakesh and in its district, there remains still much to be done.

The famine area is not confined to the Sus. It includes the province of Draa and extends to the town of Taflet, south of the Atlas Mountains, where French rule is not yet established.

This is the spring. How are the people of the Sus and other districts under French dominion to be kept alive till the coming of next year's crops? The problem is a vast one, and to cope with it will require great effort on the part of the French administration. It is now too late to hope for rain in the Sus. There can be no crops in that country this year, and no grass for the flocks. The people are already selling their cattle.

It is no exaggeration to say that unless relief is forthcoming immediately the people must die by hundreds.

THE TRANS-ATLANTIC FLIGHT.

HAS NUNGESSOR SUCCEEDED?

CONFLICTING REPORTS.

[REUTER'S AMERICAN SERVICE.]

NEW YORK, May 9th.

At 2.35, local time, Nungesser passed over Portland, Maine, flying towards New York at 100 miles an hour.

A report from Paris says that the above news in the form of an official announcement brought smiles to the faces and frantic cheers to the throats of thousands of anxious Parisians who had suspended their normal activities all day long and flocked to the boulevards, besieging the newspaper offices, which displayed maps of the Atlantic recording weather conditions, to seek news of the national hero. They had suffered alternate exaltation and dejection due to the conflicting reports of the airman's progress, and subsided into deep gloom when the earlier announcement of the sighting of the machine over Cape Race was not confirmed for several hours.

France had practically abandoned hope when the announcement from Portland magically revived the country's spirits.

American imagination was similarly stirred by this daring dash across the inhospitable North Atlantic, which has not been conquered by air since the Englishman Alcock's performance in 1919.

Worldwide Interest.

The wireless stations all over the country were operated continuously in the hope that passing liners would report that Nungesser had been sighted.

The newspapers are consecrating their front pages to the flight, featuring the weather reports, showing that fair weather and gentle winds favoured the fliers for the first 500 miles, after which adverse conditions and strong winds set in, accentuated by bad visibility.

Plans to extend a national welcome to the Frenchmen included the ascent of five army aeroplanes from Boston, to patrol the sea between Boston and Cape Anne and escort Nungesser over eastern Massachusetts. At least thirty aeroplanes were prepared to greet the visitors at New York city. This plan was ultimately abandoned owing to the decreasing visibility, which raised the danger of a collision with the arriving plane.

A number of tugboats conveying a welcoming delegation of Frenchmen and Municipal authorities proceeded down the bay at 2.30 this afternoon, but the anxious faces showed that hopefulness at the time was at a low ebb.

No Definite News.

LATER.

Mystery surrounds the whereabouts of Nungesser and his companion.

No definite news had been received up to 8.30 local time.

It is reported from Washington that after receiving official reports that Nungesser's plane was sighted off the New England coast, the Navy Department was later advised by the Boston Navy Yard that the machine's identity had not been established. The machine sighted might have been a coastguard plane en route to Gloucester, Massachusetts, while the authorities of the Nautical Observatory at St. John's Newfoundland, is of opinion that Nungesser may have descended among the fishing fleet on the Grand Banks.

As none of the fishing vessels carry wireless, possibly no news may be received for two or three weeks.

CONVICT EATEN BY SHARKS.

Robert Diouonne, the notorious bandit, was eaten by sharks while trying to escape from the French penal station at "Devil's Island," French Guiana.

Diouonne, with six others, left the island in a boat. The boat capsized, and four of its occupants—including Diouonne, it is believed—were eaten by sharks. The two survivors swam back to land.

Diouonne was sent to the "Devil's Island" 15 years ago for the part played in the activities of the famous Bonnot gang of motor-car bandits, who raided banks in many parts of France and shot cashiers or police who opposed them. When the gang was finally brought to book they all declared that Diouonne had taken no part in their exploits.—*British United Press.*

AMERICA'S BLIZZARDS AND TORNADOS.

MORE HAVOC WROUGHT IN VARIOUS PARTS.

MANY KILLED AND MUCH LOSS OF PROPERTY.

[REUTER'S AMERICAN SERVICE.]

NEW YORK, May 9th.

Torrential rains and blizzards in several Western States have killed scores and rendered many homeless.

The storm was heralded by a funnel-shaped cloud, which swept Central Kansas, killing 11.

A tornado in Central Missouri killed several women and children while several perished in a wind storm at Garland, Texas.

The Rocky Mountain States are blanketed with heavy snow, extremely rare so late in the season.

Louisiana's "Sugar Bowl" In Danger.

Louisiana's richest agricultural section, styled the "sugar bowl," owing to the large quantity of sugar grown in it, is threatened by the inundation of the waters piled up against the Bayou des Glaisses levee seeking an outlet to the sea. Hundreds of men are working at the levee.

A rescue fleet is standing by, for if a crevasse is made at Bayou des Glaisses 4,000,000 acres will be flooded and a quarter of a million persons rendered homeless.

LATER.

100 KILLED; 200 INJURED.

\$1,000,000 DAMAGE TO PROPERTY.

[REUTER'S AMERICAN SERVICE.]

POCAHONTAS, Missouri, May 10th.

One hundred were killed and 250 injured by a tornado which swept the business quarter of the town, destroying almost every building within an area of 200-300 yards wide long. No business premises were left undamaged and the property losses are estimated at over \$1,000,000.

The city was in darkness last night, and the cries of the injured could be heard on all sides.

BRITISH COLONIAL CONFERENCE.

AN OPPORTUNITY FOR CO-OPERATION.

GOVERNOR'S VIEWS.

[THROUGH REUTER'S AGENCY.]

LONDON, May 9th.

The importance of the Colonial Office Conference to the Colonies and Protectorates from the point of view of the Colonies is stressed by Sir Grigg and Sir Guggisberg, Governors of Kenya and of the Gold Coast, respectively.

The latter, in an interview by Reuter, declared that the Colonies have now a really big opportunity of securing co-operation between themselves.

Sir Grigg likewise was sanguine as regards the Conference, and stressed the opportunities of Kenya, which ultimately would carry a large European population, with the natives sharing in the development. He expressed the opinion that a common system of research would greatly assist Whites and Natives towards economic prosperity.

UNITED STATES TRADE.

CHINA A DISTURBING FACTOR.

NEW YORK. Despite the spurt in American trade activity, the figures for the first quarter of the year will be considerably below those for the corresponding period of a year ago. The volume will still be huge, however, and if it can be maintained there will be genuine satisfaction.

The irregularity and unsatisfactory condition of the stock-market, however, suggests that Wall Street is uncertain regarding the ability of the country to continue along the present lines and remain economically sound.

Industry is not much concerned over the strike of the soft-coal miners, who are believed to have launched upon a losing fight which will end with the acceptance of a lower wage and the probable demise of their union.

For the moment the Chinese situation is the most disturbing factor in the business situation, as a serious curtailment of American trade with that country is foreseen if the disaffection spreads. Twenty per cent. of China's imports are of American merchandise, and 25 per cent. of her exports find their way to the United States.

CHICAGO STORE COLLAPSES.

FOUR STOREYS COME TUMBLING DOWN.

SHOPPERS HAVE NARROW ESCAPE.

[REUTER'S AMERICAN SERVICE.]

CHICAGO, May 10th.

Scores of shoppers and employees were trapped in the collapse of the four-storey building of the Louis Department Store. Numbers of shoppers had a miraculous escape.

A crack appeared in the wall, and the proprietor warned the shoppers, who rushed to the streets. Immediately afterwards all four storeys collapsed. The extent of the casualties is so far unknown.

FASCISTS AND REDS.

FREE FIGHT AT CANNING TOWN HALL.

WOMEN COMMUNISTS BEHAVE LIKE FURIES.

A big Fascist meeting at the Town Hall, Canning Town, ended in a general fight between the Fascists and the Reds, and the fight was continued in the street outside the building.

The trouble began with the very first attempt by a Fascist speaker to address the meeting. There were outbreaks of booing, hissing and the singing of "The Red Flag." A guard of young Fascists surrounded the platform to prevent it being rushed.

Women were prominent among those who hurled their invectives at the Fascists. "How would you like to earn a pound a week here?" and "What about the mine disaster," were among the statements wildly shouted.

Every time a fresh Fascist speaker got up and went through the force of trying to make himself heard, fresh jeers arose.

At last, when a woman Communist shouted something at a Fascist within an area of 200-300 yards wide long. No business premises were left undamaged and the property losses are estimated at over \$1,000,000.

The city was in darkness last night, and the cries of the injured could be heard on all sides.

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DISASTER OFF LAND'S END.

GREEK STEAMER SUNK.

SOLE SURVIVOR'S STORY.

FOUND CLINGING TO UPTURNED BOAT.

The Greek steamer *Stenies*, of Andros, foundered off Land's End in the darkness early one Friday morning last month, and of her crew of 21, only one man—Parashevar Beyls, the third engineer—was saved.

Here was the case of a steamer that had only a few hours previously left an English port and was bound for a home port, when suddenly she either collides with another steamer or strikes a rock, and within ten minutes disappears beneath the surface of the sea, drowning her captain and 19 of her crew, and leaving only one man to tell the story of the disaster.

And what a marvellous rescue his was! Clinging to the bottom of the upturned ship's lifeboat, waiting for the dawn, and hoping for deliverance by some passing vessel, Parashevar Beyls was fortunately seen by the crew of the French fishing boat *Faustrot*, of Camaret, and rescued from death when almost complete exhaustion had overtaken him.

But for this lucky circumstance, not a single word would have been known of the disaster, which would have gone down in history as another mystery of the sea.

Story Of The Disaster. The *s.s. Stenies*, of Andros, Greece, a steamer of about 3,000 tons gross, left Cardiff with a cargo of fuel, bound for Volos. She was under the command of Captain Stiliades, a native of Andros, the port register of the vessel.

Everything appeared to have gone well until the vessel was in the vicinity of the Land's End, when about 5 o'clock on Friday morning, there came a tremendous bang. Then all was confusion. In less than a quarter of an hour the *Stenies* had vanished, and all the crew with the exception of two men clinging to the upturned lifeboat.

It was dark at the time, and he says that within five or ten minutes of the occurrence the steamer disappeared, he believes beneath the waves. Shortly after Beyls had reached the life-boat another member of the crew also reached it. He was able in the semi-darkness to recognise his colleague and found he was one of the firemen. For an hour both men held on thus, when suddenly the fireman was either washed off the boat or released his hold from sheer exhaustion, and was seen no more.

So far as he was concerned there was no more to tell, except his confirmation of what was already known, that he was taken on board a French fishing boat and brought to Newlyn.

Sole Survivor's Story.

Apparently at 5 o'clock in the morning he was awakened by a loud bang, and running on deck, he found the steamer down by the head, with a big list to starboard.

The other members of the crew were then on deck, endeavouring to launch the port lifeboat.

This was a difficult operation. The steamer's position was so critical that she threatened to founder at any moment, and the angle at which the ship was lying, together with the heavy sea that was running, made it extremely dangerous, as the sequel proved.

The captain and Beyls were at the davit falls lowering the lifeboat, into which the remaining 19 members of the crew had got, when a big wave struck the steamer, and upset the lifeboat, and threw the whole of its occupants into the stormy sea.

The feelings of Captain Stiliades and Beyls—the two men who were thus left alone on the steamer—may be better imagined than described.

Apparently Beyls plunged into the sea and swam to the upturned lifeboat which he was successful in reaching.

The skipper of the *Faustrot* said at the time he picked up Beyls the sea was not very rough, though it was raining heavily. There was no sign of the *s.s. Stenies*. So far as he could make out, Beyls must have been clinging to the boat between two and three hours, and it was really marvellous he had been able to hold on so long.

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THE HONG KONG DAILY PRESS. WEDNESDAY, MAY 11th, 1927.

MOTORING NOTES

A Weekly Review dealing with Matters of Interest to all Local Motorists.

The Windsor Scheme—The Right of Way—That Wonderful Record—
The Motorist and the Law—Motoring in Malaya.

[BY AN OWNER-DRIVER.]

Overland "Whippet" Cars.

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5 Seater Tourer.....	G\$ 900	G\$ 1,075
2 Seater Roadster ...	G\$ 975	G\$ 1,125
5 Seater Coach	G\$1,000	G\$ 1,200
5 Seater Sedan (4 door)	G\$1,100	G\$ 1,275
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THE WINDSOR SCHEME AND USED CARS.

It has long been known that if you have an old car the best way of disposing of it is to put it in as part payment for a new car. It puzzles some owners in England to find that if they demand cash for a second hand car they are disappointed at the offers they receive, but if they take the car to a motor

manufacturer an allowance which they think is really generous is made. Thus the highest offer for a second hand car may be only £200 but the seller of a new car will possibly make an allowance of £250. Where is the catch? There is really no "catch" in the scheme as the following explanation will show. The manufacturers of cars in England—and probably in other countries—are under agreement not to sell new cars below the advertised prices. There would be a great waste of effort if they made a practice allowing discounts to purchasers. So the trade association has set its ban on any such arrangement. Therefore, if a new car is advertised at £250 the car must not be sold at a lower figure. The shrewd seller of the car would often be willing to make a little less than pre-arranged profit if he could sell the car.

THE TEMPTATION.

Jones may be hesitating between the choice of two similar cars of different make. One may be listed at £275 and the other at £250. The agent of the £275 may know that Jones would at once buy his car if he offered it at £250 and even then the agent would rather have the small margin of profit than see Jones go away without the car.

That is the agent's point of view. Human nature being what it is it naturally follows that Jones would go along to the £250 car agent and explain that if he would take £250 for his car he would buy it. Obviously that sort of thing would mean that in the long run the agents would obtain a much less mean average profit. Therefore, the Motor Agents' Association and the Society of Motor Manufacturers and Trades are against any such "throat cutting" system of competition.

THE USED CAR.

When Jones has a used car to dispose of there is at present, no rule which forbids the agent from making an allowance which is in excess of the real value of the car. It is true that, in the result, the agent really loses some of his profit, but he says to himself. No doubt "half a loaf is better than no bread."

NEW MODELS.

A scheme, known as the Windsor scheme, was originated in Windsor, Canada, which it is now proposed to introduce into England.

In Windsor the agents are under a bond not to sell used cars at below a very definite figure. It is not very clear whether they have a free hand in making an offer for a used car but obviously the Motor Agents' Association could have a value who would place a definite figure as the fair price for a second hand car.

If the scheme affects only used and demonstration cars it will probably not work very well.

There are some motorists who feel that they must have the latest model. The manufacturer may have in stock quite a number of the 1926 models but he wants to sell the 1927 models at the same price. He can, however, run the 1926 models for a few miles and clear out the stock at reduced prices as "used cars." Agents are not supposed to share their commissions with clients—indeed they would probably be dealt with harshly if discovered doing so. They can and do make very "generous" allowances for second hand cars taken in part exchange payment for new cars.

THE RIGHT OF WAY.

The Lord President of the First Division of the Court of Session of Scotland has recently given an opinion as to the rule of the road that is most important to all motorists.

There is a very general idea—which this opinion corrects—that any driver on a main road is absolved from all responsibility if he smashes into a vehicle coming out of a side road.

In the year 1908 there was a judgment which may be quoted as follows. It stated: "that it is the business of those who are on the side road, and are going to cross the main road, to look out when they enter the main road and to give way to all traffic that is coming along the main road." It went on to state that "Where there is any possibility at all a collision, it is the business of the person on the side road to give way to the person on the main road."

Lord Clyde, the Lord President referred to above, has now made it quite clear that the man on the main road has also his responsibilities. He held that "every driver of a car was bound to exercise care and caution. He must not disregard the fact that a side road may bring traffic right across his path."

Lord Clyde entirely refuted the prevalent notion that the driver on the main road is absolved from all ordinary considerations of care. A thoughtful discussion of this judgment with a local lawyer has led to the suggestion that the traffic authorities in Hong Kong should make it quite clear that there is no "rule of the road" which allows the driver on a main road to ignore the probability of a car coming out of a side road.

Notices are usually placed warning drivers of the danger. Notices cannot be ignored—even by "P.D." people.

THAT WONDERFUL RECORD.

There is a belief in the mind of at least one reliable British motoring authority that the American designers and manufacturers of motor cars mean to build a racing car of even greater power than the wonderful 1,000 h.p. Sunbeam that recently broke all records for speed.

The Segrave-Sunbeam result at Daytona Beach, Florida, attracted quite as much attention in the United States as it did in Britain. No doubt thousands of patriotic Americans, wishing to see an American car win the world's record on an American track, said "Now then Mr. Ford, what about it? America has made you the richest man on earth—you won that great record for America—what about doing something to "boost" American cars. The speed record is what we want."

It remains to be seen what will happen. It is fairly certain that Mr. Ford has failed "to react to the suggestion" as they say in America. Meantime the Segrave-Sunbeam combination have done what they promised to do. There are even rumours that they "had something up their sleeve" in the matter of speed.

Anyhow they have set everyone who is interested in motoring thinking about the terrific speed that exceeded 200 miles per hour.

A FOUR SPEED MOTOR CYCLE.

An old established and enterprising firm in Great Britain has introduced a new design of motor-cycle rated at 4.88 horse power.

The great attraction claimed for the machine is that it has four gears. The gear ratios are: Solo machine 5.1, 6.9, 8.7 and 15.8. The side-car power unit has a gear box with ratios of 5.8, 7.5, 9.8 and 17.9 to 1.

The front and the rear wheels have brakes of the internal expanding type fitted to them.

The price of the machine in England is £52 10s. 0d. and the weight 245 lbs. The side car costs £15 extra. It seems that there is now no excuse for being without some form of power transport.

THE PRICE OF PETROL.

The lucky motorist in Great Britain is congratulating himself upon the fact that the market price of petrol has fallen recently.

The reasons are given for this. One is that there has been over-production in the U.S.A. The other suggested is competition by the non-combine companies. It was in 1912 that petrol was last offered at 14. 2 1/2d. a gallon. In August, 1926, it reached the terrifying price of 44. 2 1/2d. per gallon. Motorists are always very grateful for a price reduction of petrol. The lower the price the more we can use.

THE MOTORIST AND THE LAW.

It is always wise of any Government Department to take the general public into its confidence. Congratulations, therefore, have been offered by all motoring folk to the Minister of Transport who has set out the main points of the new Road Transport Bill.

No doubt there will be some considerable divergence of opinion, even amongst motorists, about the provisions but a full and frank discussion should help to produce legislation that will be just.

THE SPEED LIMIT.

Controversy has always taken place on the matter of limiting speed.

The Minister of Transport has suggested that the present speed limit should be doubled. It is, of course, arguable whether, the law should "recognise" in any shape or form a speed of 40 miles per hour. What will almost certainly be done is that there will be penalties both for "dangerous driving" and also for "careless driving."

Many a beginner allows himself (or herself) to become careless. By the merest fluke a bad accident is averted in many cases. The careless driver ought not "to get away with it."

MOTORING IN MALAYA.

During 1926 the imports of motor-cars, motor cycles, etc., into Malaya were valued at some £200,000,000.

It is said that nearly all the purchases go to Europeans and wealthy Chinese. Especially is that the case with regard to motor cycles. The metalled roads of Malaya are well engineered. The surfaces are good and of tarmac and there are about 3,500 miles of these roads.

It is of interest to remark that pedal cycles are very popular—no doubt because there are ever so many wage-earners who can afford the necessary £40 or £50 but who cannot aspire to a motor-cycle.

A GREAT TOUR.

Hong Kong residents who need a holiday might well consider a motor tour through Malaya.

A great deal of "chat" takes place about the need for a change of climate during the summer for the Hong Kong resident. What is really needed by most of us is a change of environment. This is a small island and we have no "week-end" jaunts as are common in England. We naturally are apt to become very weary of seeing the same things month after month.

A motor tour in Malaya, especially if we have friends there, should "tune up" our health. There is magnificent scenery.

MUSIC AND MOTORING.

A correspondent in England in describing a recent motor tour, mentioned one accessory to the car that was rather surprising. It was a special four valve wireless set that cost £35. He has one in his car.

They take these sets on the run. They camp out in the woods for tea and sit around afterwards listening to the singing of the birds—or, if the birds fail, they just switch on to the Daventry wireless programme.

It is all very wonderful and when we go home on leave we can have the privilege of cheap motoring with a wireless programme for next to nothing.

A GEAR CHANGE INDICATION.

It is now possible to purchase a very ingenious instrument called the "Synchronometer." This is a combination of a speedometer, a mileage recorder and an engine speed indicator.

When you wish to engage any gear you simply put the gear lever in neutral. You then accelerate or retard the engine speed until the indicator of the desired gear is brought into coincidence with a red indicator on the dial. Then you make the engagement—it is a noiseless business.

The price is £15 15s. 0d. It will make gear changing a simple affair for the learner.

THE ROMANCE OF RUBBER.

The annual report of the famous Dunlop rubber company makes good reading for the shareholders.

Nobody doubts that the invention of the pneumatic tyre made an enormous difference to the popularity of the mechanically propelled vehicle.

What is not so generally realised is that the invention made an enormous difference to the development of Malaya. The fact that the Dunlop Rubber Company have decided to go ahead with the extension of their rubber plantations in Malaya is proof of what they think about the future demand. When we remember that it was the enterprise of one man who sent rubber (specimen) plants from South America to Malaya that made this new industry in the lands not so very far South of Hong Kong, we are led to wonder whether—as was the case with indigo in India—some new invention will come along and supersede rubber.

Any number of efforts have been made in that direction. In the meantime Malaya prospers because of the great demand for rubber. Amongst those who benefit most by this prosperity are the Chinese in Malaya. Let us hope that they will use some of the big fortunes that they manage to accumulate in that part of the world on actual constructional work in China. In the past they seem to have subscribed heavily to political propaganda in China.

If they would supply the money to build roads across Kwangtung and other parts of China, so that motor transport might be introduced they would do something to rid the country of bandits and robbers.

Practical constructional work is what China needs so much. It is true that road construction goes on apace in Shantung but we want to see more of it in Kwangtung. With millions of motor vehicles in China the demand for rubber would go up by leaps and bounds. Malaya would soon get back all of the money "loaned" to China for road construction.

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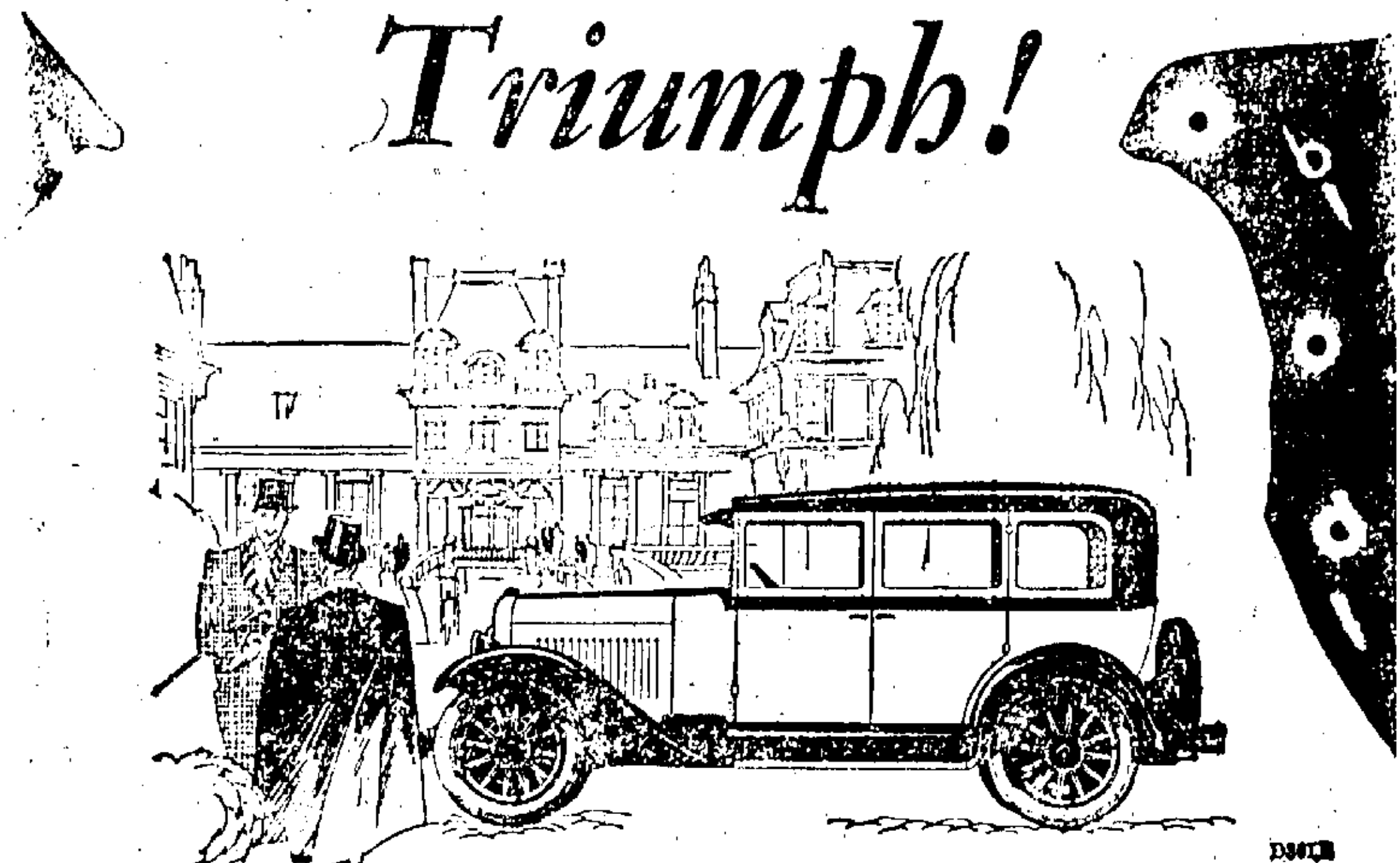
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The Erskine Six is an American fine car of entirely new type—sponsored by Studebaker.

The Erskine Sedan was designed by one of the world's foremost special-built coach designers—Dietrich. Its fleet, buoyant

lines reflect the smartness and luxury of appointment of the truly fine car. And it not only costs less to buy, but less to maintain, as well—tests show 30 to 35 miles per Imperial gallon of petrol—1000 miles per gallon of oil! You have never driven a car that handles so easily—positive four-wheel brakes and full-vision steel body. It steers as easy as a bicycle.

See this evolutionary, new-type car. It will change your ideals of motor car performance, for it is new—advanced—original.

PRICE: G. \$1,250.

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Studebaker's New
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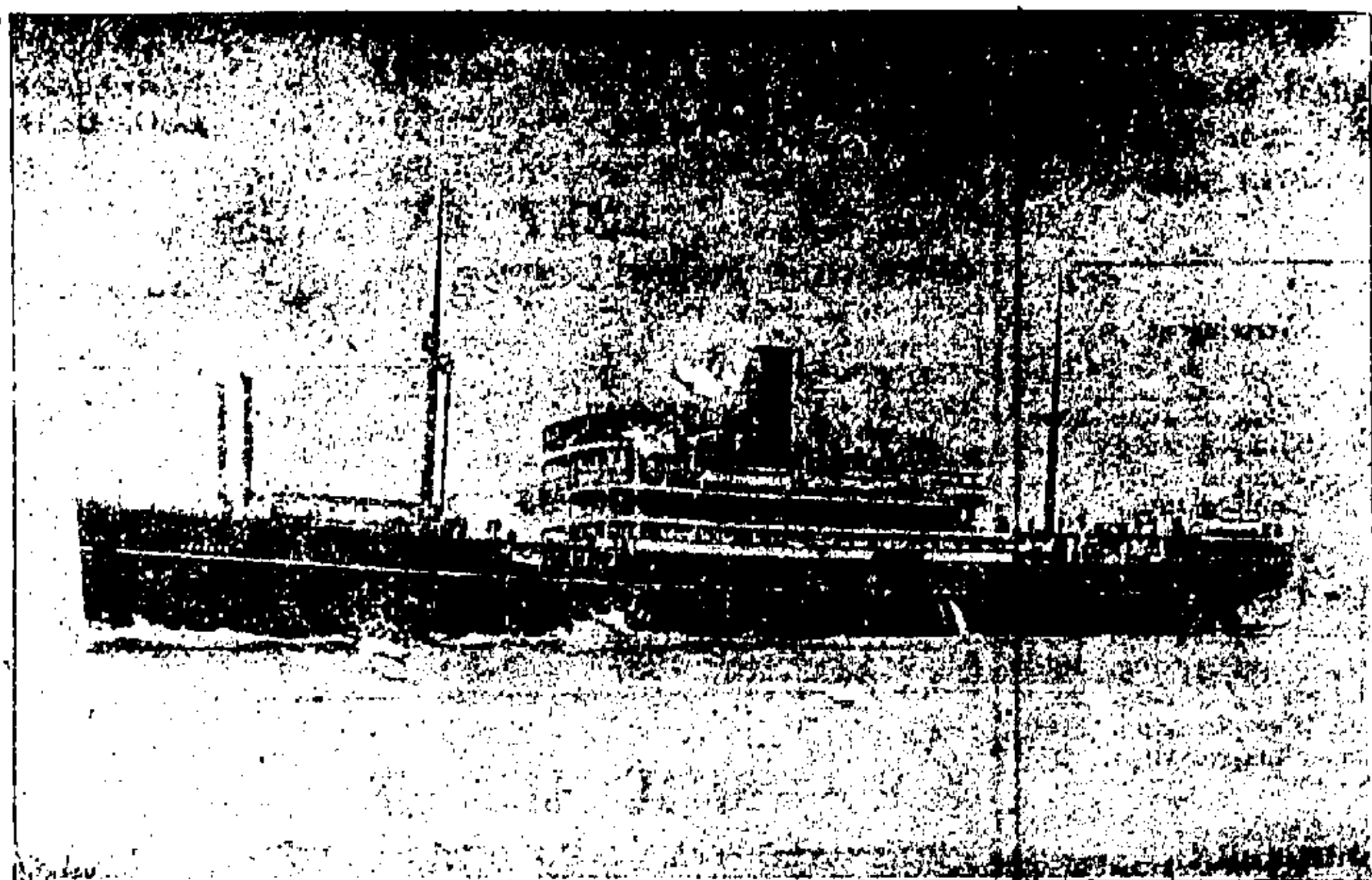
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CONSIGNEES are hereby informed that their Goods with the exception of Optum, Treasure and Valuables are being landed and stored into the Godowns of the Hong Kong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence Delivery may be obtained immediately after landing.

All Claims must be sent in to me on or before Thursday, the 19th instant, or they will not be recognised.

Damaged Packages will be examined by the Company's Surveyors, Messrs. Goddard & Douglas, in the presence of the Consignees at 10 a.m. on Monday, the 15th instant.

No Fire Insurance will be effected by us in any case whatever.

J. LIMAGNE
Agent.
Hong Kong, 10th May, 1927. (4907)

PRINCE LINE.

NOTICE TO CONSIGNEES.

FROM NEW YORK

THE Motor Vessel "JAPANESE PRINCE" having arrived from the above Port on 6th instant, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hong Kong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on Thursday, 12th instant, at 10 a.m.

Fifteen days of the Vessel's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 13th instant, will be subject to Rent.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

FURNESS (FAR EAST), LTD.,
2nd Floor, King's Building,
Cousenagh Road, Hong Kong.
Telephone No. 3165
Hong Kong, 6th May, 1927. (4998)

"GLEN LINE LIMITED."

NOTICE TO CONSIGNEES.

FROM UNITED KINGDOM VIA PORTS.

THE Motor Vessel "GLENARA" having arrived from the above Ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hong Kong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, Delivery may be obtained.

Goods not cleared by the 17th instant, at Noon, will be subject to Rent.

All broken, chafed and damaged Packages are to be left in the Godowns where they will be examined in the presence of Consignees by Messrs. Goddard and Douglas, on 16th instant, at 10 a.m. Claims against the Vessel including those for Cargo short delivered must be presented on the Special Form provided, and must also be submitted within 30 days of arrival, otherwise they will not be recognised.

No Fire Insurance will be effected by us in any case whatever. Bills of Lading will be countersigned by

JARDINE, MATHESON & Co., Ltd.,
Agents.
Hong Kong, 9th May, 1927. (4904)

SAILING TO-DAY.

GOOD BOOKINGS ON
"EMPERESS OF ASIA."

SOME OF THE LOCAL PASSENGERS.

When the R.M.S. *Empress of Asia* leaves Kowloon to-day at noon for Shanghai and Japan en route for Vancouver, she will have on board between 900 and 1,000 passengers.

When she arrived in port on Monday from Manila she brought over 700 passengers from that port, including 185 first, second and third-class passengers, and 570 steerage passengers. A number of these have, of course, disembarked here.

Their depletion has been made up by heavy Hong Kong bookings, so that when the liner departs to-day she will carry somewhere about 300 passengers of different class accommodation, and in addition over 600 steerage passengers, the greater number of whom are Filipinos. There are 248 steerage passengers embarking from Hong Kong, and 371 are already on board from Manila.

Local Residents.

Among Hong Kong residents leaving for Europe *via* Canada are the following:—

Mr. Roger Culver Tredwell, the United States Consul-General in Hong Kong.

Mr. Harry Owen Hughes, of Messrs. Harry Wickings & Co.

Comdr. R. Leckie, of H.M.S. *Hermes* Air Force Section, who has recently come out of hospital.

Mr. H. Scott and Mr. H. J. Waller.

Mr. G. H. Potts is joining the ship at Shanghai for Europe and Mr. and Mrs. H. W. Bird, who left Hong Kong for Home on the last "Empress" liner out from here are picking up the *Empress of Asia* at Kobe.

For Shanghai.

Passengers booked to Shanghai from Hong Kong include Mr. B. D. F. Beith, of Messrs. Jardine, Matheson & Co., Ltd., and Mr. C. D. Robertson, of the Hong Kong and Shanghai Hotels, Ltd.

Mr. C. Thwaites, Oriental Auditor of the C.P.R. is also going to the same port.

Several officers, including Lieut. Col. Pallant and Major Ware, are proceeding to join the Shanghai Defence Force contingents at Shanghai, and are accompanied by a contingent of Military Hospital nurses.

The *Empress of Asia* also carries mail for Canada, U.S.S., Shanghai and Japan, and Home and Europe *via* Vancouver and *via* Siberia. The mail closes at 10 a.m.

VESSELS EXPECTED:

Adriatic (Blue Funnel), due July 15th.

Agapenor (Blue Funnel), due May 27th.

Antenor (Blue Funnel), due July 20th.

Avafara (E. & A.), due July 4th.

Automedon (Blue Funnel), due May 20th.

Beulmond (Ben Line), due May 20th.

Dessau (Melchers), due May 19th.

Deucalion (Blue Funnel), due June 25th.

Empress of Canada (C.P.R.), due May 16th.

Fulda (Melchers), due May 31st.

Helenus (Blue Funnel), due June 23rd.

Izium (Blue Funnel), due July 3rd.

Kalyan (P. & O.), due June 9th.

Kashgar (P. & O.), due July 7th.

Kashmir (P. & O.), due May 13th.

NORDDEUTSCHER LLOYD, BREMEN.



FAR EASTERN
PASSENGER AND
FREIGHT SERVICE.

Cabin class: £73. 4s. Od.
Intermediate class: £48. 2s. Od.
To GENOA.

NEXT SAILINGS:

Regular fast four-weekly Passenger-Service. (Also taking cargo.)

ACCOMMODATION FOR 100 CABIN CLASSES AND 150 INTERMEDIATE CLASS PASSENGERS.	ARRIVAL AT HONG KONG AND SAILINGS FOR SHANGHAI AND TAKU (TREATY).	ARRIVAL FROM SHANGHAI AND SAILINGS FOR GENOA, ROTTERDAM & HAMBURG.
S.S. "COBLENZ" ...	31st May, 1927.	28th May, 1927.
S.S. "FELDA" ...	26th June, "	23rd June, "
S.S. "GOTHA" ...	27th July, "	24th July, "
S.S. "SAARBRUCKEN" ...	24th August, "	17th Sept. "

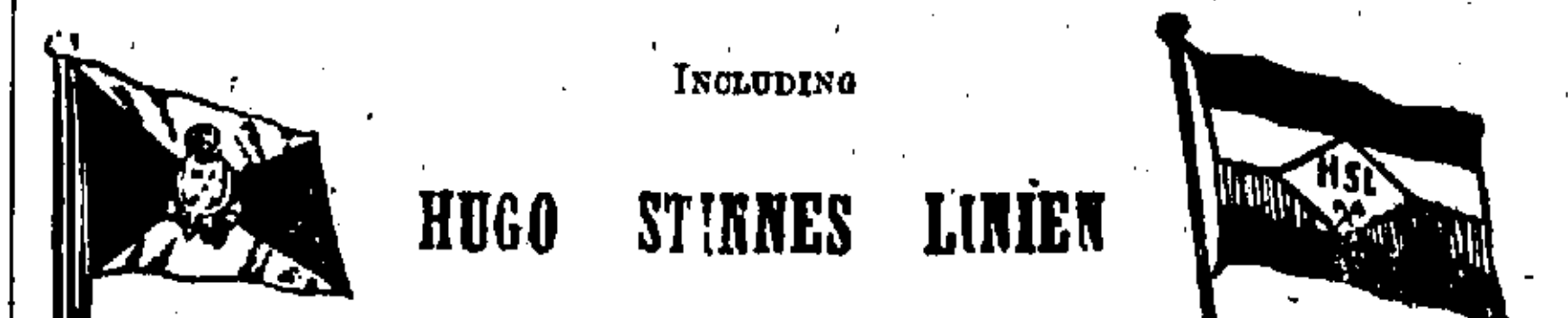
Regular fast four-weekly Freight Service.

CARRYING ALSO A LIMITED NUMBER OF PASSENGERS.	ARRIVAL AT HONG KONG AND SAILINGS FOR SHANGHAI AND JAPAN.	ARRIVAL FROM SHANGHAI AND SAILINGS FOR GENOA, ROTTERDAM & HAMBURG.
S.S. "BERENGAR" ...	19th May, 1927.	About 17th July, 1927.
S.S. "FRANKEN" ...	16th June, "	"
S.S. "KONIGSBERG" ...	14th July, "	"
S.S. "ANHALT" ...	11th August, "	"

For Freight, Passage and further Particulars, please apply to:—

MELCHERS & CO.,
Agents,
HONG KONG. [50]

HAMBURG-AMERIKA LINIE.



COMBINED FREIGHT AND PASSENGER SERVICE.

CABIN CLASS ACCOMMODATION FOR 50 PASSENGERS.

FARE FROM HONG KONG TO GENOA—£73. 0s. 0d.

OUTWARD.

Sailings from Europe for Shanghai and Japan:—

S.S. "TIRPITZ" (H.S.L.) ... due here on or about the 15th May
S.S. "RAMSES" (H.S.L.) ... due here on or about the 3rd June
S.S. "ERMLAND" (H.S.L.) ... due here on or about the 11th June
S.S. "VOOTLAND" (H.S.L.) ... due here on or about the 1st July

HOMEWARD.

Sailings for Europe via Manila, Singapore, Colombo & Port Said:—

S.S. "HESSEN" (H.S.L.) ... sailing from here on or about the 18th May
S.S. "PREUSSEN" (H.S.L.) ... sailing from here on or about the 16th June
S.S. "TIRPITZ" (H.S.L.) ... sailing from here on or about the 3rd June
S.S. "RAMSES" (H.S.L.) ... sailing from here on or about the 9th July
S.S. "ERMLAND" (H.S.L.) ... sailing from here on or about the 16th July

† Calling at Valencia, Rotterdam and Hamburg.
‡ Calling at Rotterdam and Hamburg.
‡ Calling at Genoa, Rotterdam and Hamburg.
‡ Calling at Genoa, Marseilles, Rotterdam and Hamburg.

For Freight, Passage and further Particulars please apply to

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Tel. C. 2225.



REGULAR FORTNIGHT SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMERS	FROM	ON OR ABOUT	LEAVE ON OR ABOUT	FOR
TJISONDARI	N. C. & AMOY	In Port	11th May	MACASSAR & JAVA
TJILWONG	JAVA, MACASSAR	12th May	16th "	SATON
TJIKARANG	BATAVIA	15th "	18th "	SHANGHAI
TJIKEMBANG	S'hai & AMOY	18th "	19th "	BATAVIA
TJISALAK	JAVA, MACASSAR	23rd "	26th "	AMOI & N. CHINA
TJISARORA	BATAVIA	28th "	2nd June	SHANGHAI
TJIMANOEK	SEANGRAI	30th "	2nd "	BATAVIA
TJIKINI	N. C. & AMOY	6th June	9th "	AMOI & N. CHINA
TJISONDARI	BATAVIA	12th "	15th "	SHANGHAI
TJISARORA	SHANGHAI	15th "	18th "	BATAVIA
TJITABOEM	MACASSAR, JAVA	20th "	23rd "	AMOI & N. CHINA
TJISALAK	N. C. & AMOY	22nd "	23rd "	MACASSAR & JAVA

Wireless Telegraphy.

The steamers are all fitted throughout with Electric Light and have accommodation for a limited number of saloon passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.



LIGNES COMMERCIALES (Cargo Boats).

Monthly sailings direct to HAMBURG, ROTTERDAM, DUNKIRK, ...

s/s "MIN" ... 15th June.

s.s. "LT. ST. LOUBERTIE" due to arrive from DUNKIRK, LONDON, HAVRE about the 22nd May.

SERVICES CONTRACTUELS (MAIL SERVICE)

Steamers.	Sailings from Marseilles.	Arr. at Hong Kong & Sailings for Shanghai and Japan.	Sailings from Hong Kong for Marseilles.
ATHOS II	...	8th April	24th May
D'ARTAGNAN	...	22nd April	7th June
ANGERS	...	6th May	21st June
PORTHOS	...	20th May	14th July
SPHINX	...	3rd June	2nd Aug.
PAUL LECAT	...	17th June	16th Aug.

RATES OF PASSAGE MONEY TO MARSEILLES

(Including Table Wine and Free Doctor's Attendance).
A Class 1st Class—£ 29. 0s. Od. B Class 1st Class—£ 25. 0s. Od.
Sleeper 2nd Class—£ 70. 0s. Od. SLEEPERS (and £ 51. 0s. Od. Od.)
Through Tickets to London and Leading Towns of Europe.
Accommodations reserved in the Trains at Marseilles.
(Sailings subject to alteration without notice).

For full Particulars, apply to:—

Cie des MESSAGERIES MARITIMES,
Telephone: Central 740. 5, QUAI DE LA SEINE.
CONSIGNATION—TRANSIT—REPRESENTATION. [3]

OVER HALF A CENTURY REPUTATION
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FURNISHES FOR DOCTORS OF THESE INSTITUTIONS
GREAT, SMALL, PAINLESS, SAFE, RELIABLE
PAINLESSLY TO LEADING CLINICIANS, ON THE PLACE
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Dr. LECLERC'S MED. APPARATUS
Dr. LECLERC'S MED. APPARATUS

ON SALE.

BOUND VOLUMES of the HONG KONG WEEKLY PRESS, January to June, 1926.

WITH INDEX, Price—£7.50.

On sale at the Hong Kong Daily Press Office.

CHINA NAVIGATION COMPANY, LIMITED.

SWATOW & SINGAPORE "KINGYUAN"	On 11th May, 10 a.m.
SHANGHAI "CHENGTHU"	On 11th May, 4 p.m.
BANGKOK "CHINHUA"	On 12th May, 10 a.m.
SWATOW & SHANGHAI "CHENAN"	On 13th May, 6 a.m.
WEIHAIWEI, CHEFOO & TIENTSIN	
SHANGHAI & TSINGTAO "SHANTUNG"	On 13th May, 4 p.m.
AMOI, SWATOW & SINGAPORE	On 14th May, 6 a.m.
SWATOW & BANGKOK "ANKING"	On 15th May, 6 a.m.
SWATOW & SHANGHAI "KIANGSU"	On 15th May, 10 a.m.
NEWCHWANG & DALNY	
SHANGHAI "KANCHOW"	On 15th May, 3 p.m.
AMOI, SHANGHAI & "HUPEH"	On 16th May, 6 a.m.
TSINGTAO "SOOCHOW"	On 17th May, 6 a.m.
SWATOW & SHANGHAI "LINAN"	On 18th May, 6 a.m.
HOIHOW & SHANGHAI "FEAN"	On 19th May, 10 a.m.
SHANGHAI & TSINGTAO "SZECHUEN"	On 21st May, 6 a.m.
AMOI, SWATOW & SINGAPORE "ANTUNG"	On 22nd May, 6 a.m.
SWATOW & BANGKOK "KWANGCHOW"	On 22nd May, 10 a.m.
SWATOW, SHANGHAI, NEWCHWANG & DALNY	
AMOI, SHANGHAI & "LUCHOW"	On 22nd May, 3 p.m.
TSINGTAO "SUIYANG"	On 24th May, 6 a.m.

SALOON PASSAGE RATES, HONG KONG TO SHANGHAI and vice versa, Have Now Been Reduced To
860 SINGLE and \$90 RETURN.
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AUSTRALIAN-ORIENTAL LINE, LIMITED.

THREE NEW VESSELS MAINTAIN A REGULAR SERVICE FROM HONGKONG TO AUSTRALIAN PORTS
VIA MANILA AND THURSDAY ISLAND.
Through Bills of Lading issued to all Australian, New Zealand and Tasmanian Ports.
EXCELLENT & MOST UP-TO-DATE FIRST & SECOND CLASS PASSENGER ACCOMMODATION.
HONGKONG TO SYDNEY—19 DAYS.

VESSEL	Due Hong Kong on or about	Sails for on or about
TAIPING	12th May	17th May
CHANGTE	11th June	16th June
TAIPING	10th July	15th July
CHANGTE	9th August	14th August

For Freight and Passage apply to—BUTTERFIELD & SWIRE, Agents.
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JOINT SERVICE OF THE
'BLUE FUNNEL LINE'
(OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.)
AND
AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

s.s. "ELPENOR"	... Via Suez Canal	6th June.
s.s. "OFF-OF-KOBE"	... Via Suez Canal	19th June.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.
Subject to Change without Notice.
For Freight and Particulars, apply to—
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PRINCE LINE

IMPROVED SERVICE

FAST MOTOR VESSELS

TO
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AND
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M.V. "CHINESE PRINCE" ... 6th June, 1927.

For Freight and Full Particulars, apply to—

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Telegrams: Furnprince. King's Building.



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"CREMER"

Due to sail to SINGAPORE, BELAWAN, DELI and PENANG, on 12th May.

Offers excellent Saloon accommodation.
All lower berths. Doctor carried.
English cuisine. Wireless telegraph.
1st Class Fare to Singapore—\$125.

In connection with the Royal Packet Nav. Co.'s (K.P.M.) Service to a destinations in the Netherlands East Indies and Australia.

Agents:—
JAVA-CHINA-JAPAN-LIJN.
Telephone 1574. YOKO BUILDING, CHINA ROAD.

Shipping News Arrivals and Departures, etc.

ARRIVALS.

May 9th.
Glentura, British motor ship, 4,123 tons, Capt. W. J. Ings, from Hamburg and Singapore. The latter port she left on May 4th, with a general cargo, lying at with a general cargo, lying at Kowloon Wharf—Jardine, Matheson & Co.
Pharmacia, Chinese str., 1,022 tons, Capt. O. V. Praslov, from Kanton and Hiohow, with a general cargo, lying at buoy No. C18—Cheong Yue S.S. Co.
Roku Maru, Japanese str., 2,011 tons, Capt. T. Kaneko, from Dairen, with a cargo of coal, lying at buoy No. B50—M.B.K.
Shiranu Maru, Japanese str., 6,117 tons, Capt. S. Ito, from Los Angeles and Kooling, with old paper and general cargo, lying at buoy No. A4—N.Y.K.
Sunning, British str., 1,570 tons, Capt. E. M. Gellie, from Canton, with a general cargo, lying at buoy No. B9—B. & S.
Fu Sang, British str., 1,123 tons, Capt. R. C. Thompson, from Shanghai and Swatow, with a general cargo, lying at West Point Wharf—Jardine, Matheson & Co.

May 10th.
Anking, British str., 2,047 tons, Capt. A. J. Scott, from Singapore and Amoy, with a general cargo, lying at buoy No. B22—B. & S.

Annum, Danish motor ship, 5,206 tons, Capt. N. W. Jorgensen, from Weihaiwei, which port she left on May 5th, with beans and ground nut, lying at buoy No. A27—John Manera & Co.
Apney, British str., 1,770 tons, Capt. W. Anderson, from Bankok, which port she left on May 3rd, with a cargo of rice, lying at Yau-mat—Wo Fat Shing.

Chenan, British str., 1,355 tons, Capt. Thos. G. Beer, from Shanghai and Amoy, with a general cargo, lying at buoy No. B12—B. & S.
Chenoncaux, French str., 14,827 tons, Capt. Durrieux, from Shanghai, which port she left on May 7th, with a general cargo, lying at Kowloon Wharf—Messageries Maritimes.

D'Artagnan, French str., 9,008 tons, Capt. J. Monod, from Marseilles and Saigon. The latter port she left on May 7th, with a general cargo, lying at Kowloon Wharf—Messageries Maritimes.

Premier, British str., 7,015 tons, Capt. R. Hill, from Singapore, which port she left on May 5th, with a general cargo, lying at Holt's Wharf—B. & S.

President Garfield, American str., 6,300 tons, Capt. K. B. Lowry, from San Francisco, which port she left on April 9th, with 1,147 tons of general cargo, lying at Kowloon Wharf—Dollar S.S. Line.

Sikong, French str., 4,287 tons, Capt. G. Bandet, from Vladivostok and Shanghai. The latter port she left on May 6th, with a general cargo, lying at buoy No. A28—Messageries Maritimes.

CLEARANCES.

May 10th.
Annum, for Singapore.
Cheong Shing, for Canton.
Chenan, for Canton.
Chenoncaux, for Saigon.
D'Artagnan, for Shanghai.
Empress of Asia, for Shanghai.
Fu Hu, for Bangkok.
Glentura, for Shanghai.
Hui Ning, for Swatow.
King Yuan, for Swatow.
Kujin Maru, for Weihaiwei.
Macassar Maru, for Batavia.
Ming Sang, for Swatow.
President Garfield, for Manila.
Purpura, for Tarakan.
Si Kiang, for Colombo.
Soliven, for Saigon.
Sunning, for Amoy.
Tjikini, for Amoy.
Yuen Sang, for Singapore.
Yu Sang, for Canton.

PASSENGERS.

ARRIVALS.
Per s.s. Chenoncaux, from Japan and Shanghai, for Hongkong: Mr. J. Mowbray, Mr. F. Wells, Mr. Paul Vogel, Capt. H. W. M. Keeney, Mr. Karl H. Von Wiegand, Mr. Nomazee, Mr. M. C. Lee, Mr. C. M. de Ross, Mr. and Mrs. L. W. Shaw and Dr. Gordon Thompson.
Per s.s. D'Artagnan, from Marseilles and ports, for Hong Kong: Mr. Biez, Mr. Didielsen, Mrs. Wheeler Bennett, Mr. J. Wheeler Bennett, Mr. and Mrs. Hoxie, W. Watamul, Mrs. Osgood, Mr. Schipper, Mr. Meara, Mr. Hutching, Mr. Ascomull, Mr. L. W. Ascomull, Mrs. Smith, Mrs. Posler, Mrs. Jettmal and J. Topandre, Mrs. S. C. Carroll, Mr. and Mrs. Abby, Mr. James Walker, Mr. Reginald Windram, Mr. J. P. J. Riviere, Mr. Khuseidat, Mr. Parabral, Mr. J. W. C. Tribby, Mr. R. Negro, Mr. Heeg, and Mr. Richard.
Per s.s. President Garfield, from San Francisco, on May 10th, for Hong Kong: Capt. Sette C. Didiene, Mr. Chester A. Gile, Mr. Denis Henry Hassell, Mr. Robert Cochran Stoops, Mrs. Matie B. Swan, Mr. John B. Swan, and Miss Bella Worley.

DEPARTURES.

European passengers per s.s. D'Artagnan, on May 10th for Shanghai and Japan ports:—Mr. Pietri, Mr. and Mrs. Nolasco, Mr. and Mrs. L. A. Charliot, Mr. Archawski, Mrs. F. Portaria and two children, Mrs. A. Portaria and baby, and Mr. Etienne Denney.

European passengers per s.s. Chenoncaux, on May 10th, for Marseilles and ports:—Mr. H. L. Carson, Miss R. Caujoin, Miss R. F. da Cruz, Miss C. da Cruz, Mr. A. H. Compton, Mr. H. F. McNair, Mr. A. Gilliam, Rev. Fa. Gorey, Mr. Enok, Mr. F. L. Silva, Mrs. Silva and two babies, Mr. and Mrs. E. B. Ward, Mr. C. E. Gadolius, Rev. Sister Gertrude, Rev. Sister Mathilde, Rev. Sister Marie, Rev. Sister Camille, Mr. and Mrs. Bernard, Mrs. Cassa, Miss F. A. dos Santos, Mr. and Mrs. A. Trigo and two children, Mr. A. Valentini, Mr. M. K. Engel, Mr. Ouardot, Rev. Sister Clelia Martindell, Miss I. Pham, Mr. Trambitaky, Mr. V. Sebastiao, Mr. G. Laugier, Mr. M. Rahlmann, and Mr. G. Lopin.

Per A.M.L. liner President

Grant, for Seattle, on May 10th:—Com. Ross S. Oulp, Lt. R. B. Drennan, Mrs. A. H. Gregory, Miss N. A. Gregory, Master E. B. Gregory, Mr. Le E. Hudec, Mrs. Edwin Marx, Mrs. J. N. McGonchie, Mr. and Mrs. H. C. Patterson, Mrs. G. C. Reid, Mrs. Sally Simmons, Mrs. Florence Woodworth, Mrs. Anna M. Love, Mr. E. B. Herkes, Mrs. A. S. Kay, Mr. and Mrs. John G. Rothwell, Miss E. H. Schowen, Mrs. May H. Snow, Mr. and Mrs. J. A. Wright, Miss M. B. Dorey, Mr. and Mrs. J. R. Hunter, Master R. F. Hunter, Mr. and Mrs. N. A. Oss, Miss J. T. Oss, Master N. A. Jr. Oss, Mr. K. N. Smith, Mr. D. N. Higgins, Miss M. Wallace, Miss F. Justan, Mrs. W. E. Ellason, Mrs. G. W. Davies, Miss C. McCreery, Mr. S. L. Reed, Mrs. S. S. Beltz, Mr. C. Henking, Mr. J. H. Hearn, Mr. John J. Hegarty, Mr. G. H. Lynott, Mrs. Alfred G. Tancey, Mr. Thomas F. Wen, Mr. D. M. Ross, Mrs. R. M. Ross, and Miss Ross.

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AND

AMERICAN MAIL LINE

(ADMIRAL ORIENTAL LINE)

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TO SAN FRANCISCO OR SEATTLE.

THE "PRESIDENT LINERS"

TO SAN FRANCISCO VIA HONOLULU SHANGHAI
KOBE AND YOKOHAMA.

"THE SUNSHINE BELT"

PRESIDENT CLEVELAND	... Tuesday, May 24th
PRESIDENT PIERCE	... Tuesday, June 7th
PRESIDENT MADISON	... Tuesday, June 21st
PRESIDENT JEFFERSON	... Tuesday, July 5th
PRESIDENT GRANT	... Tuesday, July 19th

Thereafter Fortnightly Sailings on Tuesdays.

HONG KONG TO EUROPE SPECIAL LOW RATES

Via San Francisco or Seattle

£120 £112

DIRECT CONNECTIONS WITH ALL ATLANTIC LINES

Choice of railway line across United States and Canada, with liberal stop-over privileges for Sightseeing. Ask for information. Following are suggested itineraries:—

From Hong Kong	Via	Connecting with Steamship	From N. York	Arriving at
May 19	Seattle	Geo. Washington	June 15	Pmth-C'brg June 23
May 24	San Francisco	Majestic	June 20	C'brg-S'hmptn July 1
June 1	Seattle	Leviathan	July 28	C'brg-S'hmptn July 8
June 7	San Francisco	Olympic	July 30	C'brg-S'hmptn July 15
June 16	Seattle	Geo. Washington	July 19	Pmth-C'brg July 21
June 21	San Francisco	Homeric	July 28	C'brg-S'hmptn July 29
June 29	Seattle	Leviathan	Aug. 1	Pmth-C'brg Aug. 7
July 6	San Francisco	Majestic	Aug. 30	C'brg-S'hmptn Aug. 13
July 13	Seattle	Benjamin	Aug. 10	C'brg-S'hmptn Aug. 16
July 19	San Francisco	Leviathan	Aug. 20	Pmth-C'brg Aug. 26
July 27	Seattle	Aquitanian	Aug. 24	C'brg-S'hmptn Aug. 30
Aug. 2	San Francisco	Majestic	Sept. 8	C'brg-S'hmptn Sept. 9

TO SEATTLE AND VICTORIA VIA SHANGHAI, KOBE AND YOKOHAMA.

"THE FAST SHORT ROUTE"

PRESIDENT LINCOLN ... Wednesday, May 18th, 9 a.m.
PRESIDENT MADISON ... Wednesday, June 1st
PRESIDENT JACKSON ... Wednesday, June 15th
PRESIDENT MONROE ... Wednesday, June 29th
PRESIDENT LINCOLN ... Wednesday, July 13th
Thereafter Fortnightly Sailings on Wednesdays.

TO EUROPE AND NEW YORK.

VIA MANILA, STRAITS, COLOMBO, SUEZ—
PORT SAID—ALEXANDRIA—NAPLES—
GENOA—MARSEILLES

Thence to BOSTON and NEW YORK.

PRESIDENT HARRISON	... Tuesday, May 24th, 6.00 a.m.
PRESIDENT MONROE	... Tuesday, June 7th, 8.00 a.m.
PRESIDENT WILSON	... Tuesday, June 21st, 8.00 a.m.
PRESIDENT VAN BUREN	... Tuesday, July 5th, 8.00 a.m.
PRESIDENT HAYES	... Tuesday, July 19th, 8.00 a.m.

Thereafter Fortnightly Sailings on Tuesdays.

TO MANILA.

PRESIDENT CLEVELAND	... May 16th, 6.00 p.m.
PRESIDENT HARRISON	... May 24th, 6.00 a.m.
PRESIDENT MADISON	... May 24th, 6.00 p.m.
PRESIDENT PIERCE	... May 30th, 6.00 p.m.
PRESIDENT MONROE	... June 7th, 8.00 a.m.

For Passenger and Freight Rates apply to

ROBERT DOLLAR CO.

GENERAL AGENTS.

HONGKONG AND SHANGHAI BANK BUILDING (GROUND FLOOR).
Telephone: Central 2477, 2478 & 704.

I N D O - C H I N A

STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

TSINGTAO via SWATOW & SHANGHAI	"MINGSANG" Wednesday, 11th May, at 9 a.m.
CANTON "CHEONGSHING"	Wednesday, 11th May, at 9 a.m.
BANGKOK via SINGA-PORE	"YUENSANG" Wednesday, 11th May, at 10 a.m.
KOBE via AMOI & MOJI	"FOOKSANG" Thursday, 12th May, at 7 a.m.
TSINGTAO via SWATOW & SHANGHAI	"YUSANG" Sunday, 16th May, at 7 a.m.
SWATOW	"CHEONGSHING" Monday, 16th May, at 7 a.m.
STRAITS & CALCUTTA	"LAISANG" Monday, 16th May, at 3 p.m.
TIENTSIN	"CHIPSHING" Tuesday, 17th May, at 7 a.m.
TSINGTAO via SWATOW & SHANGHAI	"KWONGSANG" Wednesday, 18th May, at 7 a.m.
BANGKOK	"KWAISANG" Wednesday, 18th May, at 7 a.m.
AMOI, SHANGHAI, MOJI, KOBE & OSAKA	"KUMSANG" Sunday, 22nd May, at 7 a.m.
TSINGTAO via SWATOW & SHANGHAI	"CHAKSANG" Sunday, 22nd May, at 7 a.m.
STRAITS & CALCUTTA	"HOSANG" Tuesday, 24th May, at 3 p.m.
TSINGTAO via SWATOW & SHANGHAI	"FOOSHING" Wednesday, 25th May, at 7 a.m.

For Freight or Passage, apply to—

JARDINE, MATHESON & CO., LTD.,
GENERAL MANAGERS.

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